



Hongkong Daily Press.

ESTABLISHED 1877

Registered as a Newspaper at the General Post Office in the United Kingdom.

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No. 19,228 號八廿百二千九一第 日四廿月一十年未己 HONGKONG, WEDNESDAY, JANUARY 14TH, 1920. 參拜禮 號四拾月正年九國民華中 PRICE, \$3 PER MONTH.

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TIME-TABLE

WEEK DAYS	
1.00 a.m. to 8.00 a.m.	Every 15 minutes
8.00 " to 8.30 " "	15 "
8.30 " to 11.00 " "	15 "
11.30 " to 12.30 p.m.	15 "
12.30 p.m. to 1.00 " "	10 "
1.00 " to 5.00 " "	15 "
5.00 " to 8.00 " "	10 "

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ARROW BRENNAN JACOBSEN MEITZ
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PREMIER OF RUSSIA.

JACK O' LANTERN.

BOGIE LIGHTS ON THE PUBLIC
HIGHWAY

The Lord Mayor's banquet was held at the Guildhall on November 8th. A brilliant company, representative of the Government, the Allies, the Navy, Army, and Air Forces, the Bench, the Bar, the Church, and the City of London attended. The Lord Mayor, in proposing "His Majesty's Ministers," said that one of the earliest wishes of his life had been the federation of all English-speaking peoples for mutual defence. The League of Nations, which was founded on the idea of this brotherhood of mankind, had in a great measure brought this wish about. He hoped the League might be the means of giving us a lasting peace.

He coupled with the name of the Prime Minister, of whom it had been aptly said that though he did not actually lead our armies in the field he provided the means by which victory was attained. (Cheers.) Mr. Lloyd George, who was received with cheers, said: "Few of those who were present at the banquet last year will forget it. We were then awaiting the end of a great conflict, the passing away of a dispensation. It was not to announce the abdication of the Kaiser and the end of the German Empire. We were expecting even greater things, and they came. (Cheers.) The reign of terror which had cast its shadow over Europe for half a century, and which in the end covered continents, oceans, I might even say firmaments, with horrors such as the world had never forgotten. They are over. (Cheers.) It is for us to see that they are over for all time. (Renewed cheers.) We have signed a peace with two of our greatest foes, and I hope soon we shall have signed a peace with all our enemies. The great peril is passed, but perils remain. The commensurate goodwill and the spirit of the settlement which carried us through the war will carry through the peace right to the end, and enable us to overcome the minor obstacles in the paths of a complete settlement."

There are three difficult questions awaiting settlement. First is the question of the Adriatic, small in itself, infinitesimal in small compared with the tremendous issues which we have so satisfactorily settled, but there are gathered round it, and raised in the feeling and passion which makes it more difficult to arrive at a calm settlement by common consent. After spending a good deal of time in considering it both in Paris, at the Council Chamber, and subsequently having devoted many anxious moments to it with my colleagues, I am confident that a settlement can be found, and will be found—cheers!—a settlement that will be compatible with the interests and with the honour of a gallant ally—(Cheers)—who came to our help in the war—(at a critical moment in the war—(Cheers)—and between whom, and the people of this country there have always existed feelings of the deepest attachment, strengthened now by a common sacrifice for a common cause. (Cheers.) On the other hand, the Austrians, who were emancipated through the efforts and sufferings of the Allied nations, foremost amongst whom in that field was Italy. (Cheers.) Then there is Turkey—always troublesome in peace and war—(laughter)—and more troublesome in peace than even in war. (Renewed laughter.) I think I can venture to say that there is complete agreement amongst all the Allies on the fundamental principles of a settlement with Turkey. First of all we are all agreed that Turkish misgovernment in lands populated by Greeks, by Arabs, and by Armenians shall come to an end. (Cheers.) We are all agreed that the gates of the Black Sea must be free to all nations—(Cheers)—and that their guardianship can no longer be entrusted to the Power that betrayed its trust and closed those gates in the face of the Allies at the behest of the Prussian military power. (Cheers.) As to all other questions, there ought to be no insuperable difficulty in the distribution of the responsibility amongst the Allies for guaranteeing this policy—distribution among nations whose good-will has borne the test of a great war and whose continued co-operation is essential for the peace and freedom of the world."

I come to a third topic, and here I cannot speak with the same hope and confidence. I mean Russia. I would be much happier if I knew that the Russian tangle were in course of being cleared up. You cannot have peace until you have peace in Russia, and the outlook is not pleasant. Although I am generally charged with being an optimist—and I have always declined to give false estimates of a situation in order to beguile the nation into a false hope. And I say quite frankly, I do not like the outlook in Russia. A few weeks ago there was a prospect of an early issue. It was distinctly promising. To-day the indications point to a more prolonged and sanguinary struggle. The daring raid on Petrograd has not come off. For the moment, General Denikin's brilliant advance towards Moscow has been temporarily checked, and the latest report Omak is certainly not reassuring. I have seen the Russian sky look just as dark before. Russia is the land of surprises. I have seen our friends advancing from Samara on to Novgorod. I have seen them driven back. I have seen them forward again. I have seen Omak mentioned once before. I have seen General Denikin driven right to the shores of the Black Sea, and I have seen him advancing hundreds of miles inland, sweeping all before him, and therefore, you must not imagine that I am reading from the present situation any sort of prediction that the whole of Russia is going to conquer the whole of Russia. I do not believe it. (Cheers.) The free peasantry of the South have in their

bearing a detestation of Bolshevism, and I do not believe that the Bolshevists will ever conquer that aversion. That is not what I mean. What I mean is that I dread an interminable series of swaying campaigns, laying waste some of the most fertile lands in the world, devastating a country which is essential to the prosperity of the world. That is what I fear.

efforts to organize peace. You must have read the very fine and statesmanlike address of Colonel John Ward in the House of Commons. (Cheers.) There was nothing which struck me more than his account of the desolation caused by this civil war in Russia, the cruelties, the reprisals, and the counter-reprisals, which are inseparable from such wars. That is what I am afraid of, and I am afraid of it continuing. The world cannot afford it. It is not merely that there will be no peace until peace is established in Russia. It means that you have to fight in half Europe, and very nearly half Asia as well. I dared to predict—it is neither a pleasant nor a popular prediction, but my business is to give honest advice to the nation—(Cheers)—and I dared to predict early this year that Bolshevism, with its dangerous doctrines, could not be suppressed by the sword. Other methods must be resorted to for restoring peace and good government in that distressed land. I wish the prediction I made then had been fulfilled. Civilization cannot afford a distracted and desolate Russia. The Supreme Council of the Allies early this year made an effort to organize peace amongst the warring sections, and afford the Russian people an opportunity of deciding for themselves by peaceful means in what way they desired to be governed. Unfortunately, no section in Russia was ready; all were bent on conquest. I hope the time is not distant when the Powers will be able to renew that attempt with a better prospect of success.

I am not unmindful of our obligations to the gallant men in Russia who helped us to fight the Germans when the Bolshevist leaders were betraying the Allies on that front. We have already given a real proof of our sympathy. We have sent £500,000 worth of material and of supplies in every form, and not a penny of it do I regret, in spite of the heavy burdens which are cast upon us. It was a debt of honour, and we had to discharge it. We have given them an opportunity, if Russia wished to be liberated, for equipping her sons in order to free themselves. If the Russian people have given them the chance, and many of them have used it gallantly and wisely. We have held positions of danger in that country until the Russians were prepared to hold them themselves. We cannot, of course, afford to continue so easily an intervention in an interminable civil war. Our troops are out of Russia. Frankly, I am glad. 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CHINESE AND THE SHANGHAI COUNCIL.

ADVISORY COMMITTEE DEMANDED.

Further discussion took place, on January 8th, between the members of the Chinese representation of the Shanghai Council and Mr. W. W. Jamieson, G.M.O. of the Police, when they should draw up a roll of electors by whom a Chinese representative of a Chinese Advisory Committee might be elected, for purposes of future reference. At the time, the discussion expressed itself entirely satisfied with this and the other advice, but, however, they did not on reflection feel at all satisfied with it; hence the further discussion at which it was suggested that they should ask for an advisory committee.

A letter was drafted by the leaders of the movement, and when it had undergone considerable revision it was forwarded in the following form:—

Shanghai, January 7th, 1920.

To the Chairman,

Shanghai Municipal Council.

Sir,—With a view to the peaceful and satisfactory settlement of outstanding questions, and for the purpose of securing justice and fair play for the Chinese ratepayers in the International Settlement, we, the undersigned, representing the General Chamber of Commerce, and League of Street Unions (including over 10,000 shops and 40 roads) beg to recommend as a temporary committee for the Municipal Council, for recognition of a Chinese Committee of six who will be elected by the three Chinese organizations referred to and whose names will be communicated to the Council later.

The function of this committee is to advise with the Council on all municipal affairs, particularly those wherein Chinese interests are concerned, for the sake of effective and efficient co-operation on the part of the Chinese ratepayers, the Council and the Chinese advisors respectively.

It is earnestly hoped that this proposal will meet with the hearty approval and support of the Council, and that this advisory committee will start to function at an early date. In the meanwhile, we shall continue to look for and work out some way whereby the fundamental principle of taxation, with representation, shall be fulfilled to the satisfaction of the Chinese ratepayers in the Settlement.

Awaiting the Council's early and favourable reply.—We are, yours faithfully,

CHU PAO-SAN,

Chairman of the Chinese General Chamber of Commerce.

CHU TAI-MING,

Chairman of the League of Street Unions.

The N.C. Daily News gives the names of the associations concerned in the agitation as follows:—The Shanghai Students' Union, which appears to be a kind of central body of all student organizations in Shanghai, and entirely overshadowing them. There is no evidence that the older student institutions are very actively concerned in the agitation. Secondly, the Amalgamated Association of Street Unions, which has grown since the agitation in August last. Finally, the National Organizations Union, on which are said to be represented the various labour unions that have been formed in the past year or two among the workers in Shanghai—tailors, and others.

Commenting later on the fact that the venerable Mr. Chu Paosan had been elected to sign his name to the letter, our contemporary said: "It is to be conjectured that he has contented to stand in with the agitators in the hope of restraining them from any imprudent conduct."

Mr. S. C. Tse, chairman of the Shanghai Commercial Federation, does not sign the letter, in which, also, the Shanghai Students' Union is unrepresented. There is some talk of these two bodies taking a different line of action.

THE LATE REV. J. C. GIBSON.

The following biographical notice of the late Rev. John Campbell Gibson, M.A., D.D., missionary at Swatow, China, who died in a Glasgow nursing home on November 25th, is taken from a home paper:—

Dr. Gibson was the son of the Rev. James Gibson, D.D., Professor of Divinity in Free Church College, Glasgow.

Along with T. Barclay, afterwards of Taiwan, he held the first Thompson (Lord Kelvin) experimental scholarship at the University of Glasgow. He took his degree with distinction in natural philosophy, and seemed marked out for a successful scientific career. Electing, however, to go to the mission field, he entered at the United Free Church Theological College, and in 1874 went to China, under the Foreign Mission Committee of the Presbyterian Church of England. For 45 years, with occasional furloughs, he laboured at Swatow, and in process of time came to be generally regarded as one of the leaders of the missionary movement in China. He was responsible for much translation work into the Swatow vernacular, including the publication of the New Testament in Roman character. In 1907 he was British Chairman of the Missionary Centenary Conference at Shanghai, greatly enhanced his already high reputation. Two years later he was Moderator of the Synod of the English Presbyterian Church, and while home on furlough acted as chairman of the Commission on the Church in the Mission Field in preparation for the Edinburgh Missionary Conference. For many years he was one of the translators of the Bible into Easy Swatow. One son was killed in the war; a daughter is at home; and another son is still in the mission field. He spent his home on leave in the summer of this year, and was to have presided over an important convention of Presbyterian and Congregational Churches. Though 75 years of age, he still looked forward to a return to China, and his death will be deeply felt among all sections of the Chinese Christian Church. He enjoyed the full confidence and affection of the missionaries of all the societies, and he will rank (says *The Times*) among the great leaders who have given their lives to China, and its people.

HONGKONG MAGISTRACY.

SNATCHING FROM A EUROPEAN.

A Chinese youth was charged with snatching a purse from Mrs. N. S. Brown.

Mrs. Brown stated that on Monday afternoon, she was walking with her husband along Queen's Road, carrying a small basket when she felt somebody pulling the basket. She turned round and saw the defendant running away. Discovering that her purse had been stolen she told her husband who gave chase. The boy threw the purse into a drain and tried to escape, but was arrested.

Cross-examined by Mr. E. B. Potter, who appeared for the defence, witness admitted that there were a number of small boys about the place, but only defendant ran away. She saw defendant with the purse in his hand.

Defendant stated that he was walking along Queen's Road, when Mr. Brown seized him and arrested him.

Sgt. Pitt proved that defendant had a previous conviction for a similar offence.

Mr. Smith sentenced defendant to six weeks' hard labour and to receive ten strokes with the birch.

THEFT FROM A SUBMARINE.

A Chinese was charged with stealing several pieces of leather from a submarine.

Defendant was noticed by an Indian constable taking the leather away and when the latter gave chase the man concealed himself under a submarine, which was in dry dock. Defendant's excuse was that another man gave him the leather.

Mr. Wood sentenced defendant to two months' hard labour.

SENDING A CHILD TO BEG.

A Chinese woman was charged with aiding and abetting a child to beg alms.

Sgt. Pitt stated that women usually gathered near the Carlton Hotel, and while they sojourned, sent their children out to beg. If a policeman appeared the children would rush back to their mothers. On the present occasion the woman sent a girl to solicit a European lady who was staying at the Carlton Hotel. The lady gave the child a 50-cent coin, thinking it was a cent. When she found out her mistake she reported the matter to the Police and they managed to recover the coin. The hotel had seemed to be the happy hunting ground of beggars since then.

Mr. Smith warned the woman not to send her child out to beg in future and fined her \$2.

ROGUE AND VAGABOND.

A Chinese was charged with being a rogue and a vagabond.

A constable saw the man at midnight trying to scale a wall leading to Mallory Street. He pointed his revolver at the man and ordered him to come down. The man obeyed and he was arrested.

The man, who said that he was merely standing near the wall, was sentenced to a month's hard labour.

AMMUNITION CASE.

A Chinese was charged with being in unlawful possession of a revolver and 300 rounds of ammunition.

Defendant is a sump owner and was arrested in Pottinger Street, carrying the contraband. He said another man engaged him to carry the ammunition and was accompanying him. When the Police arrived, the man disappeared.

Mr. Smith fined defendant \$250.

LORD FISHER'S REMINISCENCES OF CHINA.

Lord Fisher in the "Records" he has recently published in *The Times*, writes: My first chance came when Admiral Hope sent me to command a vessel in Chinese waters on special service. His motto was "Favouritism is the secret of efficiency," and though I was only 19 he put me over the heads of many older men because he believed that I should do what I was told to do, and carry out the orders of the Admiral regardless of consequences. And so I did, although I made all sorts of mistakes and nearly lost the ship. When I came back everyone seemed to expect that I should be tried by Court-Martial; but the Admiral only cared that I had done what he wanted done; and then he gave me command of another vessel.

Lord Fisher gives an interesting reminiscence concerning one of the first of his captains, who was the seventh son of the last Vice-Chancellor of England, Sir Lancelot Shadwell. He writes:—

Shadwell's appearance on going into a fight I must describe. We went up a Chinese river to capture a pirate stronghold. Presently the pirates opened fire from a banana plantation on the river bank. We nipped ashore from the boats to the banana plantation. I remember I was armed to the teeth. Like a Greek brigand, all swords and pistols and was weighed down with my weapons. We took shelter in the banana plantation, but our Captain stood on the river bank. I shall never forget it. He was dressed in a pair of white trousers, yellow waistcoat, and a blue tail coat, with brass buttons, and a tall white hat, with a gold stripe on the side. He was waving a white umbrella to encourage us to come out of the bananas and go for the enemy. He had no weapon of any sort. So I think rather against our inclinations, as the ginsell bullets were flying about pretty thick we all had to come out and go for the Chinese. Once the Chinese guns were firing at us, and as the shell grazed over the boat we all ducked. "Lay on your ears, my men," said Shadwell, and proceeded to explain very deliberately how ducking delayed the progress of the boat—apparently unaware that his lecture had stopped its progress altogether.

SPORT.

YACHTING.

THE ROYAL HONGKONG YACHT CLUB.

The fifth Championship Event for Racing Yachts was sailed off on Saturday last in a nice fresh Easterly breeze.

The Handicap boats sailed the N. Fairway Buoy (S), Trocas Rock Buoy (S), Channel Rocks (S) course of 11.5 miles while the other classes went round Stonecutters (S), 9.0 miles.

The run to the Buoy in the Handicap class saw "Rolla" first round, the having made up from her bad start.

"Dione" was second, closely followed by "Jessica," who was in front of "Dorothea" and "Colleen." Going to Trocas Rock the same order was maintained but there, on coming on to the wind,

"Dione" outtailed "Rolla" and was 3½ minutes ahead at the club going to Channel Rocks. "Jessica," too, made up on "Rolla," while "Colleen" had overtaken "Dorothea," who was not sailing in her usual form. "Dione" secured her first win, easily saving her time from "Colleen," who was second on handicap.

"Dorothea" was third, 13 secs. in front of "Jessica," while "Rolla" was last on handicap.

The One Design got off to a fair start. "Ailsa" led at the western corner of Stonecutters, but getting no luck with the wind saw a boat on either side of her gain a lead which she was unable to overcome afterwards. "Daphne," getting the wind first, went to the front and was not caught again. "Halcyon" retained the advantage she gained over "Ailsa" and finished 2nd, 49 secs. behind "Daphne" on corrected time. "Bonito" was last, never fully recovering from her start, her helmman, apparently thinking he was over the line, loosed up, losing his advantage of an admirable start.

The Handicap-Hare got off to a mediocre start. "Urula," though leading, was some 15 secs. late at the line. Dawn was 2nd, with "Sirius" following closely. This order was maintained to Stonecutters, but "Urula" had increased her lead over "Dawn" whilst "Sirius" had made up a little. Getting the wind first, "Urula" was away with a good lead before the others got properly started, and, not being caught, won by a good margin. "Dawn" had a good race with "Sirius." "Sirius" led up to the Ferry Pier, but, going for a S. E. breeze towards Causeway Bay, lost her advantage and finished behind "Dawn."

The Gael class started with "Joan" in the lead, followed by "Gael," "Tointette" and "Thecla." "Gael" overhauled "Joan" on the run to Stonecutters, but afterwards failed to hold her advantage, being passed by both "Joan" and "Tointette." Her mainstay looks as if it were too full at the full, which, whilst helping on a run, does not make for good windward work. "Joan" easily gave her fleet the handicap required of her and won comfortably. "Tointette" was second saving her time from "Gael," "Thecla" being last.

RESULT:

HANDICAP CLASS.

(Start at 2.35 p.m.)

Yachts	Handicap	Finishing	Corrected
Dione	Scratch	4:48.50	4:48.50
Rolla	owes 57½"	4:58.44	4:58.44
Jessica	owes 1'55"	5:01.14	4:59.19
Dorothea	" 5'45"	5:04.51	4:59.06
Colleen	" 8'27½"	5:01.43	4:53.06
Diana	" 8'27½"	D.N.S.	
Ayesha	" 8'27½"	D.N.S.	

Position Points for race. Points to date

(1) Dione	8	27
(2) Colleen <th>6</th> <th>23</th>	6	23
(3) Dorothea <th>5</th> <th>35</th>	5	35
(4) Jessica <th>4</th> <th>17</th>	4	17
(5) Rolla <th>3</th> <th>28</th>	3	28
(6) Diana <th>2</th> <th>—</th>	2	—
(7) Ayesha <th>1</th> <th>—</th>	1	—

ONE DESIGN CLASS.

(Start at 2.40 p.m.)

Yachts	Handicap	Finishing	Corrected
Ailsa	owes 2'15"	4:48.55	4:48.50
Bonito	Scratch	4:49.11	4:49.11
Daphne	owes 0'45"	4:42.08	4:43.51
Halcyon	Scratch	4:43.40	4:43.40

Position Points for race. Points to date

(1) Daphne	5	17
(2) Halcyon <th>3</th> <th>13</th>	3	13
(3) Ailsa <th>2</th> <th>10</th>	2	10
(4) Bonito <th>1</th> <th>4</th>	1	4

HANDICAP HARE CLASS.

(Start at 2.45 p.m.)

Yachts	Handicap	Finishing	Corrected
Sirius	Scratch	4:50.55	4:50.55
Urula	owes 3'00"	4:48.27	4:51.27
Dawn	Scratch	4:57.46	4:57.46
Liza	"	D.N.S.	
Owl	"	D.N.S.	

Position Points for race. Points to date

(1) Urula	6	30
(2) Dawn <th>4</th> <th>13</th>	4	13
(3) Sirius <th>3</th> <th>10</th>	3	10
(4) Liza <th>2</th> <th>5</th>	2	5
(5) Owl <th>1</th> <th>—</th>	1	—

GAEL CLASS.

(Start at 2.50 p.m.)

Yachts	Handicap	Finishing	Corrected
Gael	Scratch	5:14	5:00.43
Tointette	owes 49"	5:04.34	5:03.19
Jessica	" 5'15"	5:00.43	5:00.58
Thecla	Scratch	5:03.34	5:03.34
Athors	owes 2'15"	D.N.S.	
Dorothea	" 2'15"	D.N.S.	

Position Points for race. Points to date

(1) Joan	7	—
(2) Tointette <th>5</th> <th>25</th>	5	25
(3) Gael <th>4</th> <th>21</th>	4	21
(4) Thecla <th>3</th> <th>10</th>	3	10
(5) Athors <th>2</th> <th>—</th>	2	—
(6) Dorothea <th>1</th> <th>—</th>	1	—

THE HONGKONG CORINTHIAN YACHT CLUB.

The fourth of the series of Championship Races for the Handicap and One Design classes, and for the Handicap-Hare class were sailed on Sunday, January 11th. There was very little wind and this, coupled with an adverse tide, both out and home, made the times for the course very long. Course, Cist Rock Buoy (S), Channel Rock (P), Kowloon Buoy (P), Lyeemun beacon (S). Distance 10 miles. The results were as follows:—

HANDICAP AND ONE DESIGN CLASS.

Yachts	Handicap	Finishing	Corrected
Rolla	owes 5m. 40s.	2:04.43	2:11.23
Ailsa	13m. 20s.	2:39.56	2:36.96
Daphne	13m. 20s.	2:34.10	2:34.50
Halcyon	13m. 20s.	2:42.12	2:38.52
Bonito	13m. 20s.	2:42.12	2:38.52

Position for race. Prev. Total

(1) Rolla	8	13
(2) Daphne <th>6</th> <th>14</th>	6	14
(3) Ailsa <th>5</th> <th>12</th>	5	12
(4) Halcyon <th>4</th> <th>10</th>	4	10
(5) Bonito <th>3</th> <th>10</th>	3	10

The total points for the One Design Cup presented by a member are:—

Daphne 10, Ailsa 9, Bonito 9.

HANDICAP HARE CLASS.

Yachts	Handicap	Finishing	Corrected
Urula	owes 3m. 20s.	2:40.26	2:43.66
Sirius	Scratch	2:43.24	2:43.24
Dawn	"	2:46.37	2:46.37
Liza	"	D.N.S.	
Owl	"	D.N.S.	

Position for race. Prev. Total

(1) Urula	6	13
(2) Sirius <th>4</th> <th>11</th>	4	11
(3) Dawn <th>3</th> <th>10</th>	3	10
(4) Liza <th>2</th> <th>—</th>	2	—
(5) Owl <th>1</th> <th>—</th>	1	—

HOCKEY.

HONGKONG H.C. v. H.K.S. R.G.A.

The following will represent the H.K.H.C. against the H.K.S. R.G.A. at 5 p.m. to-day on the U.S.R.C. ground:—

J. P. Jones, C. Bulmer Johnson, C. C. Hickling, E. J. R. Mitchell, Rev. E. Martin, M. L. Raiton, R. A. Brand, A. E. Farrell, B. C. Hale, G. H. Piercy, and B. D. Evans (capt.).

LEAGUE FOOTBALL.

FIRST DIVISION COMPETITION CONCLUDED.

The first division of the Hongkong Football League concluded on Saturday last, the Police having given away the points in their three outstanding matches. The Club have concluded a notable season, having obtained 19 points out of a possible 30. The Navy have not done so well as was expected of them. The lost to the Club and to St. Joseph's. The R.G.A. Club have been weaker this season than for many seasons past, are only two points above the Navy. St. Joseph's College team have no reason to be dissatisfied with their initial showing in the first division. The Chinese, on their play, deserve to be much higher up in the League.

RANDOM REFLECTIONS.

When some of our friends who live at the Peak find themselves crowded out of the cars at one o'clock or thereabouts and have to wait ten minutes or a quarter of an hour on their way to town, they may expect things to happen. Tramways are democratic institutions; there are no reserved seats and in the scramble for accommodation it is very often the lusty junior who secures the prize and has the supreme satisfaction of smiling genially at the hapless left disconsolate on the platform. But, of course, this ought not to be; it is subversive of good order and dignity, and for days I have been expecting the matter to be brought to the notice of the Government. Apparently, however, the Government has escaped censure in this instance, and it is only the Superintendent Engineer's life which has been threatened. They tell me that the most venomous complaints have poured into the Company's offices, and the genial Mr. Buyers—dear, as always, to please everybody and, as invariably happens, failing—has decided to run a ten-minute service from 12.30 until the crush is over. May I suggest that the better plan would be to run an extra car between 12.45 and 1.15. Now that the depressor has been removed and the journey occupies only seven minutes it would be a simple matter to squeeze in an extra non-stop express to the Peak say at one o'clock. This would relieve the congestion very materially.

The fact of the matter, of course, is that we have outgrown the Peak Tramway service with its limited capacity for taking forty people to the Upper Levels every ten, fifteen or thirty minutes, and one cannot help regretting that Mr. Findlay Smith's scheme for providing an alternative route through Glenvale was scotched. It would have taken people from Ice House Street, tapped the Cable Road and May Road levels at very convenient points, and discharged its load somewhere near the terminus of the present line. If such a venture under another Company had been operating now it is more than likely that we should have been able to obtain tickets for considerably less than \$144 (or \$240 a year approximately)—the amount we are charged at present. There is, of course, the possibility that one of the enterprises would have gone "phut" in the process of rate-cutting, and the other would have recouped itself afterwards, but that is not a consideration likely to weigh heavily with "the man in the street."

But, by the way! Speaking of the almost forgotten plan of building a second Peak tram-line reminds me that when it was abandoned certain obligations were laid upon the present Company, with the proviso that, in giving them a monopoly only on specified conditions. Was it stipulated, for instance, among other things, that the present track should be continued to Queen's Road at some convenient date? If it was, I suppose we must presume that the convenient date has not yet arrived, owing to the continued occupation of the sites flanking Garden Road by the military.

I would like, before leaving this very important and baffling problem of quick transport to put in a word for the ladies. They have been very much maligned recently because they have travelled at mid-day. A round robin of protest has been suggested, and the Company has even been asked to stipulate that ladies' season tickets should not be available during certain hours. Poor things! I saw six or seven good ladies waiting on the Tramway station for the car at one o'clock. They had, perhaps, been on some errand of mercy, or had been delayed on important household affairs. They had not the heart to struggle for a seat. Two conscience-stricken creatures who had gained entry voluntarily gave up their places which were seized at once by greedy males. And, instead of the raising of hats and expressions of gratitude, ribald remarks were passed between the passengers as the tram moved off. The shame of it! How we have degenerated since the war! I would have given up my seat with pleasure and as an example to my companions, but unfortunately, I was squeezed in the middle quarters and my action would have savoured of something almost approaching disrespect. Such an intention was, naturally, farthest from my thoughts and I could only sit still and suffer.

What about the trams for Kowloon? Mr. Landale, I think, raised the question some time ago in the Legislative Council. Unless my memory deceives me, he stated, in effect, that the Hongkong Tramway Company were prepared to embark upon the venture instantly. The Government replied that they wanted to go "as canny" in the matter of granting monopolies to private enterprise when the work should be undertaken by the authorities in the general interests of the community. A very correct and admirable answer it seemed, but in the circumstances, the Government should make a special effort to translate theory into practice. Government-owned trams may be the ideal to aim at, but I have an open mind on the subject, but probably Kowloon residents would prefer private enterprise to none at all.

RODNEY RANDOM.
[The appearance of these notes in print has been unavoidably delayed. Since they were put in type the Peak time-table has been changed as foreshadowed in the first note. A ten-minute service between 12.30 and 1 o'clock was instituted on Monday, and one o'clock car on that day had to leave about twenty persons behind, and for the 1.15 car there were nine Europeans who could not be taken up. Yesterday none were crowded out, and possibly when people accustom themselves to the altered times some may be able to catch earlier cars and avoid the crush.—Ed.]

WOMEN IN HONGKONG.

January 14th, 1920.

Looking back to recollect the events of each week takes some doing these days. The ripple of the festive season seem to be taking a long time to settle down into peaceful normality. One begins to doubt whether Hongkong does ever settle down socially. It is a very gay little place if you once let yourself go, and it seems to be a case of neck or nothing. You have to take a firm stand if you want a quiet life, refuse all invitations and hide yourself, in which case you must be prepared to be very bored and very dull. In these little outposts of the Empire, far from kith and kin, far from the centres of art and music and theatres, cut off from politics and from social work, the inhabitants depend upon each other for entertainment, and make a profound study of the art of killing time. Domestic labour and the comparative cheapness of the luxuries and the appendages of entertainment, make the proposition easy and attractive.

Looking back upon the variety of functions, private and public, I have attended in Hongkong, I am once more struck by the ease and comfort the women enjoy. Numberless servants, at a comparatively low wage and of a very fair intelligence, surround them. One is continually reminded of the "Arabian Nights." The modern electric bell takes the place of the magic ring or carpet, or of the clapping hands, which summoned the slaves. You want to dance? You press your bell. Enter No. 1 Boy. You say the word and, presto! he departs to return with cooler, who have apparently risen from the bowels of the earth. Your room is cloaked; you dance. You want to picnic! Again the magic. You do not need to worry about packing your baskets, or securing porters; neither, when you get to your destination do you need to spread tables and wash up dishes; the rough and tumble of the picnic in less favoured countries is entirely lacking. Yachts, launches or motor-cars wait to take you to fascinating and alluring spots—little bays where you can bathe in summer, or land on some lovely island, and in winter climb a mountain or lazily rest under a tree.

In the house again, a sudden unexpected arrival of a ship with globe-trotting friends, need not dismay the house-keeper. All that is wanted is a word to the "Boy." Six men dinner! Boy says: "Can do!"—it is done. No wonder people like entertaining. Women who have entertained in countries where servants are scarce and wages high, know that there are compensations in the life in Hongkong. Many who have returned from long, so-called holidays, in England, spent in lodgings or houses, where servants were scarce, coal the price of gold, and butter like a long-forgotten dream, are glad their holiday is over and they are back in their little far-away oasis of luxury and leisure. I do not suppose they will be glad for very long. Later the fog will come and the floors will be too damp for dancing. Books, treasures and trifles will be packed away and the long, long grouse will start again; the discomforts of other countries will be forgotten and gone and wonder why they ever left home. But that is life. David Harum told us very truly that a dog must have fleas just to keep him from forgetting that he is a dog.

To return to the chronicle of the doings of last week, I find that everything, including the Kingsclere Ball at the Ritz, was in the hands of the Russian Opera. As a matter of fact, quite a number of society people who turned themselves up to the necessary pitch, did not take long to "run down again," and quite a number did not survive more than a couple of acts. One realizes, of course, that grand opera is not a form of entertainment that appeals to everyone. One must have a great natural love or a highly educated and developed taste for music to appreciate hours of undisturbed music, in an uncomfortable and draughty theatre, especially when the stage setting is poor and everything depends upon the artists. Taking all these depressing conditions into consideration, the triumph of the Russian Opera Company is great, for night after night large audiences have listened and not only listened but striven and fought for the opportunity to listen again. There has been some complaint from men who ought to know better about the price of seats. One or two have gone as far as suggesting the company as considering of a lot of Russian peasants who should not demand 4 dollars. The contention is absurd, for a similar performance at Covent Garden would not be seen at the price. It is customary to pay more for grand opera than for comic opera, drama, or comedy, for a great many reasons, the cost of production is greater.

If the Russian Opera is recruited from the peasant class they are the most wonderful peasants I have ever seen. As a matter of fact, I am told that, for good fortune in seeing and hearing, so well-balanced and generally excellent a crowd is due to the fact that a number of refugee musicians banded themselves together to form this company. Wherever they spring from, it is obvious that the producers and managers know their job. The orchestra and chorus would be difficult to beat anywhere. Many of the soloists have glorious voices and the whole company acts in artistic union. Even the most ordinary, semi-trained music lover is carried to an almost unknown and unsuspected height on the plane of artistic sensation and enjoyment.

As usual, the chief supporters of the opera are members of the Portuguese community, many of whom have had to make considerable sacrifice to pay four dollars nightly for their seats. The orchestra and singers have had their full share of appreciative criticism in the daily press notices appearing after each performance, but I have not seen any references to the beautiful dancing, which is so great a feature in some of the operas. The members of the ballet are beautiful young women possessing the inborn grace of the Russian dancer, allied to a technique of exceptional quality. Had these women appeared as a separate turn in a variety show their performance would have evoked much applause and subsequent discussion.

From Opera to Variety Show is a long downward step, but each man to his taste, in this merry old world, and fortunately there are enough varieties to please everyone. The Vanity Fair Company was cleared off the boards in favour of the Opera Company and some of the members have been delighting local audiences at Wiseman's and other places. On Saturday night the management of the Peak Hotel sportingly placed their dining room at the disposal of Mr. Warwick and his company, and a very bright little farewell entertainment was presented to a fairly large audience, several of the residents taking the opportunity of entertaining their guests to dinner before the show.

Everyone seems to have had a good time at the Kingsclere Fancy Ball. All the girls say they had "the time of their lives." The girls out here are supposed to be spoiled and to be hard to please, but one must say, in their defence, that as long as each dance continues to be the most glorious event in a glorious and delightful life, there is not much wrong with them. The supreme test of health-minded youth is the power to enthuse. Carping criticism shows the cloven hoof or old age. Mrs. Havelock Davies, who took the first prize, represented a housewife, and not a prehistoric woman as reported. There is a slight difference in the costume; the lady of the grapes in the more clothes than her prehistoric ancestor; she was already better versed in the joys and woes of the slightly more advanced period of civilization. The primitive covering of the prehistoric woman might have been censured in a modern ball-room, though the modern stage sets an example of scanty clothing. I hear that some one went as Pussycat and that many people would have liked to see him take a prize. A topical piece, every evening, is a bit of an achievement when fancy dress balls are the order of the day.

Before concluding and withdrawing into another week's privacy, I must apologize to the gentleman who alluded to "the barbarian" in an unparliamentary language because I caught the 12.45 car on one occasion, very shortly after my remarks about women and the luncheon car had appeared in these columns. I am, in the first instance, have excluded business women, for they, of course, are bound to the same hours as business men and their hours for luncheon are as restricted as the men's. A certain number of women living on the Peak do work and have to arrange their days with an eye on the clock.

The Schissers.

HONGKONG AND SHANGHAI BANK.

DIVIDEND ANNOUNCEMENT.

We are officially authorized to state that subject to audit, the Directors of the Hongkong and Shanghai Banking Corporation will recommend at the forthcoming meeting:

A final dividend for the year ending 31st December, 1919, of 21/5/- per share and a bonus of 23/10/- per share, subject to deduction of income tax.

Add to the Silver Reserve Fund—\$2,000,000
Write off Bank Premises—\$1,000,000
and carry forward about \$2,100,000.

HONGKONG LAND INVESTMENT CO.

FINAL DIVIDEND.

Subject to audit, the Company will pay a final dividend of \$4.50 per share and a bonus of \$5 per share.

TROUBLESOME FIREMEN.

ALLEGATION AGAINST CHIEF ENGINEER.

As a result of some trouble on board the s.s. *Lai Sang*, 19 firemen of the steamer were prosecuted yesterday morning, before Captain Basil Taylor, R.N., Marine Magistrate, at the instance of Captain R. A. Matthews, master of the vessel, for wilfully disobeying his lawful commands on the 12th inst., in Victoria Harbour.

Mr. J. H. Gardiner defended the first defendant. Captain Matthews said that at 9.30 a.m. on Monday the No. 1 fireman told him he would not work any longer on the ship, that he was sick, and that if he went ashore, the rest of the firemen would go with him. The firemen had a fortnight ago fallen down the bunker and were sent to the ship's surgeon and had recovered and resumed duty two days before the ship arrived in port on January 8th.

Complainant then had all the firemen up, and each man refused in turn to do any more work. He sent for the Police and they all again refused, giving as reason that the price of food and clothing had gone up and they wanted higher wages. The firemen had been on the ship since September 3rd and were getting the usual wages of the port. They were on six months' contract.

Cross-examined by Mr. Gardiner, the Captain said he had not engaged another stevedore crew. There was another lot on board, but they were not engaged by him. They must have been engaged by the old lot; they came on board on Monday morning. The reason the old crew gave him at first was that the No. 1 was sick and they would not go to sea without him. It was when the Police came that they gave the second reason.

Chan Kam, the No. 1 fireman, said that on his way down from Japan he met with an accident, and was still suffering from the effects of it. On December 27th last he told the chief engineer that he could not work. He resumed duty a few days before arriving at Hongkong. He told the second engineer on Thursday, on arrival at Hongkong, that he could not go on in the ship and that all the others would leave too. He told the Chief Engineer the same thing on Saturday. The reason for his wanting to leave was that the Chief Engineer demanded \$300 from the firemen, and not having enough money, they wanted to leave the ship to avoid paying a new gang of women and a new No. 1 fireman came on board at 6.30 on Monday morning, and the latter told him that they were going to take over the work.

Cross-examined by the Court, defendant said that when the master sent for him on Monday, he did not say anything about the "old lot" having demanded \$300 from the firemen. He did not report the matter to the master, at any time. It was a dirty thing, and hence he did not mention it. He dared not report it to the master, and preferred to leave his job. He had been working on board Jardine's ships for a long time and had never been asked for money before. It was not a common practice as far as he was aware.

COMPANY MEETING.

CHINA BORNEO CO., LTD.

An extraordinary general meeting of the above company was held in the offices of Messrs. Gibb, Livingston & Co. yesterday afternoon. Mr. J. W. C. Bonnar presiding. The others present were Sir Paul Chater and Mr. A. E. Griffin (Directors) Mr. H. W. B. Kennett (General Manager), Messrs. M. S. North, G. C. Kennedy, A. W. Smith, L. N. Loefer, O. I. Ellis, O. B. Westlake, L. W. Sang, and I. Y. Po (shareholders).

The Chairman said:—Gentlemen, the business for which this meeting has been called is of a formal nature only. At the meeting held on the 29th December an extraordinary resolution was passed that the Company be wound up voluntarily, and that Mr. E. A. M. Williams be appointed Liquidator, and it is necessary that this should be confirmed as a special resolution. I have, therefore, to propose that the following resolution, which was duly passed as an extraordinary resolution on the 29th December be confirmed as a special resolution:—

That the Company be wound up voluntarily and that Ernest Alfred Mountford Williams of the firm of Lowe, Pritchard & Matthews, of Chartered Bank Buildings, Queen's Road Central, Victoria, be and he is appointed Liquidator for the purpose of such winding up, at such remuneration as may be arranged between the said Williams & Crofield, Ltd., and the Liquidator.

This resolution was seconded by Sir Paul Chater and carried unanimously. There being no further business, the meeting terminated.

HONGKONG TRAMWAY CO. LTD.

The approximate statement of traffic receipts for the week ending January 10th is as follows:—

	Receipts for week.	Aggregate receipts for 3 weeks.
This Year	\$12,447	\$3,200
Last Year	\$12,556	\$3,440
Difference	\$109	1,900

SPECIAL REDUCTIONS

IN

FOOD PRICES.

From now till the end of January, we are giving our Customers an opportunity of buying really high-class Groceries at reduced prices which we guarantee to be perfectly fresh, supplies have been coming along more freely of late and we are in a position to offer many good Bargains, a few of which are given below:

	per doz.	per tin.
Californian Fresh Sardines 1 lb. tins	\$3.75	35 cts.
Booths Herrings in Tomato	3.45	30 "
Red Alaska Salmon	3.60	35 "
Mackerel Fresh in 1/2 tins	3.25	30 "
Brands "A" Sauce	3.30	30 "
Chili Sauce Heinz	6.00	55 "
Cerebos Salt	3.25	30 "
Pickles Australian pint bottles	4.00	35 "
Ox Tongues Armour's No. 1 size	17.00	1.45
Bologna Sausage	5.50	50 "
Tripe 1 lb. tins Armour's	5.00	45 "
Ox Tail and Kidney Soup in 2 lb. tins	5.50	50 "
Spaghetti, Meat and Chili	2.25	20 "
Australian Fruits No. 3 tins	4.00	35 "
Asparagus Royal Taste	5.50	50 "
Tomatoes in No. 2 1/2 tins American	3.25	30 "

1/2 doz. of the above can be had at the dozen rate.

LANE, CRAWFORD & CO.

Just received from U.S.A., a new shipment of Typewriters—different models.

Inspection cordially invited by—

UNIVERSAL IMPORT & EXPORT CO.,

HOTEL MANSIONS,

Top Floor,

HONGKONG.

寶源洋行

COLUMBIA

GRAND OPERA RECORDS

"AIDA"

D5540	JUDGEMENT SCENE PART 1	SOP. & BASS
A5387	I SACRI NOMI	SOPRANO
A5400	CELESTE AIDA	TENOR
D5581	CONSECRATION SCENE	SOP. & BASS
	SU DEL NILO	

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Have a smart selection of

TRAVELLING RUGS

IN MANY

SMART COLOURINGS & DESIGNS.

These are guaranteed all wool, of best British manufacture; the prices are also very reasonable.

INSPECTION INVITED.

Wm. POWELL, Ltd.,

Gentlemen's High-Class Outfitters.

NEW ADVERTISEMENTS

G. R. R. NOTICE
ALL RETURNED HONGKONG OFFICERS, N.C.O.s & MEN.

THE EXCELLENCY THE GOVERNOR desires to entertain at a Garden Party at Government House on the afternoon of SATURDAY, the 17th of FEBRUARY, 1920, all OFFICERS, N.C.O.s and MEN who are returned to Hongkong after serving with His Majesty's Forces at the Front, together with their wives.
All those who desire to attend the Garden Party are requested kindly to send in their names (stating if they are married) to THE A.D.C., GOVERNMENT HOUSE, on or before, SATURDAY, the 24th, of JANUARY, 1920, after which date cards of invitation will be sent out.
E. S. McGRATH, Captain, A.D.C.
Government House, Hongkong, January 14th, 1920. 235

THE "SHELL" TRANSPORT AND TRADING CO., LTD.
NOTICE.

ACCORDING to Telegraphic advice received from London, THE "SHELL" TRANSPORT & TRADING CO., LTD. have declared an INTERIM DIVIDEND of 2/- per share on account of the year 1919, on the Ordinary Shares of the Company, Free of Income Tax. It is payable on January 15th, against Coupon No. 30.
Hongkong, January 13th, 1920. 236

WANTED.
CERTIFICATED MECHANICAL ENGINEERS with long practical experience in Steam Engines, Boilers, Locomotion Motors, Electrical and Mining Engines. Seekers must not object to output.
Reply—
Box No. 337, Care of "Daily Press" Office. 237

THE HONGKONG CENTRAL ESTATE, LIMITED.

NOTICE IS HEREBY GIVEN that the SIXTH ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the Office of JAMES MATHISON & CO., Ltd., on THURSDAY, JANUARY 22nd, 1920, at 11.30 a.m. for the purpose of receiving the Report of the Directors together with Statement of Accounts for the year ending December 31st, 1919.
The REGISTER of SHARES of the Company will be CLOSED from MONDAY, January 19th, to THURSDAY, January 22nd, 1920 (both days inclusive), during which period no Transfer of Shares can be registered.
By Order of the Board of Directors,
JAMES MATHISON & CO., Ltd.,
NOWBRAY S. NORTHCOTE, Secretary to the General Managers.
Hongkong, January 13th, 1920. 238

THE HONGKONG LAND RECLAMATION COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the NINETEENTH ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the Office of Messrs. JAMES MATHISON & CO., Ltd., on THURSDAY, JANUARY 22nd, 1920, at 11.30 a.m. for the purpose of receiving the Report of the Directors together with Statement of Accounts for the year ending December 31st, 1919.
The REGISTER of SHARES of the Company will be CLOSED from MONDAY, January 19th, to THURSDAY, January 22nd, 1920 (both days inclusive), during which period no Transfer of Shares can be registered.
By Order of the Board of Directors,
JAMES MATHISON & CO., Ltd.,
NOWBRAY S. NORTHCOTE, Secretary.
Hongkong, January 13th, 1920. 239

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.

NOTICE IS HEREBY GIVEN that the THIRTY-SECOND ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the Office of Messrs. JAMES MATHISON & CO., Ltd., on THURSDAY, JANUARY 22nd, 1920, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors together with Statement of Accounts for the year ending December 31st, 1919.
The REGISTER of SHARES of the Company will be CLOSED from MONDAY, January 19th, to THURSDAY, January 22nd, 1920 (both days inclusive), during which period no Transfer of Shares can be registered.
By Order of the Board of Directors,
JAMES MATHISON & CO., Ltd.,
NOWBRAY S. NORTHCOTE, Secretary.
Hongkong, January 13th, 1920. 240

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

NOTICE TO SHAREHOLDERS.

THE ONE HUNDREDTH ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the Office of the Company, Hotel Mansions, on THURSDAY, FEBRUARY 10th, 1920, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors together with Statement of Accounts, including a Dividend and closing Directors and Auditors.
The TRANSFER BOOKS of the Company will be CLOSED from January 27th to February 10th, 1920, both days inclusive.
By Order of the Board of Directors,
JOHN AINSWORTH, Secretary.
Hongkong, January 13th, 1920. 241

NEW ADVERTISEMENTS

UNIVERSITY OF HONGKONG.

A Congress of the UNIVERSITY OF HONGKONG will be held in the Great Hall, on FRIDAY, JANUARY 15th, at 5 p.m. at which The Chancellor of the University, His Excellency The Governor of the Colony, will confer Degrees.
Admission will be by ticket only.
N. T. MACKINTOSH, Registrar. 242

HONGKONG BOXING ASSOCIATION.

(MARATHON RACE SUB-COMMITTEE).

MARATHON RACE.

OPEN TO ALL SERVICES, UNIVERSITIES, COLLEGES, SCHOOLS and the PUBLIC GENERALLY.

To be run on SATURDAY, FEBRUARY 7th, 1920.

Start at 3 p.m.

COURSE (about 11 miles):—

OUT:—Staines Wharf (opposite Queen's Statue), past Hongkong Club and Law Courts, up Garden Road to Public Gardens, past Government House, along Caine Road to University, and thence along Pokfulam Road to junction with Jubilee Road.
HOME:—Along Jubilee Road to Kennedy Town Swimming Pools, thence on to Fraya (or Water Front) along Water Front to Winning Post opposite Hongkong Club.

Race Stewards will be posted along the course.

CONDITIONS.—Go as you please. NO STOPPING. Minimum clothing: singlet & shorts.

Prizes (trophies) according to number of entries.

Intending Runners are requested to send name, rank (if any) and address to—

G. N. TINSON, Esq., Hon. Secretary, Hongkong Boxing Association, c/o JOHNSON, STOKES & MASTER, Prince's Buildings, 100 Home Street.

Details as to drawing for places etc., will be duly published in these columns.

ENTRIES close on SATURDAY, January 24th, at 12 Noon.

H. J. GEDGE, P. C. JENKIN, G. WILDING, G. N. TINSON, Marathon Race Sub-Committee. 243

G. R. R. NOTICE

IT IS HEREBY NOTIFIED that Persons applying for Licences under the ARMS and AMMUNITION ORDINANCE should do so between the hours of 9 a.m. and 11 a.m. daily, Sundays and Holidays excepted.
Application to be made at the Licensing Clerk's Office, Central Police Station.
E. D. C. WOLFE, Captain Superintendent of Police.
Hongkong, January 13th, 1920. 244

NOTICE.

UNION INSURANCE SOCIETY OF CANTON, LTD.

CERTIFICATES Nos. 1845 and 2635 for 2 and 1 old silver share No. 10849/10850 and 10119 respectively standing in the books of the Society in the name of EDWARD WILLIAM MAITLAND of YOKOHAMA, JAPAN, have been declared LOST and if, at the expiration of one month from the date hereof, the above documents be not forthcoming, the same will be deemed cancelled and of no effect.
C. H. P. HAY, Deputy General Manager.
Hongkong, January 13th, 1920. 247

NOTICE OF REMOVAL.

WE have this Day REMOVED our Offices to No. 2, CONNAUGHT ROAD CENTRAL (next to the Telegraph Co.'s Office).
J. M. DA. ROCHA & CO.
Hongkong, January 13th, 1920. 250

G. R. R. PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 18th day of JANUARY, 1920, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency The Governor of One Lot of CHOWY LAND at Aberdeen, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty THE KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

Boundary Description.	Area in Acres.	Area in Sq. Yds.	Area in Sq. Fms.	Area in Sq. Rds.	Area in Sq. Mils.
Lot 1, Chowy Land at Aberdeen.	1.5	105,600	2,400	0.04	0.001
Lot 2, Chowy Land at Aberdeen.	1.5	105,600	2,400	0.04	0.001
Lot 3, Chowy Land at Aberdeen.	1.5	105,600	2,400	0.04	0.001
Lot 4, Chowy Land at Aberdeen.	1.5	105,600	2,400	0.04	0.001
Lot 5, Chowy Land at Aberdeen.	1.5	105,600	2,400	0.04	0.001
Lot 6, Chowy Land at Aberdeen.	1.5	105,600	2,400	0.04	0.001
Lot 7, Chowy Land at Aberdeen.	1.5	105,600	2,400	0.04	0.001
Lot 8, Chowy Land at Aberdeen.	1.5	105,600	2,400	0.04	0.001
Lot 9, Chowy Land at Aberdeen.	1.5	105,600	2,400	0.04	0.001
Lot 10, Chowy Land at Aberdeen.	1.5	105,600	2,400	0.04	0.001

INTIMATIONS

THE WEST POINT BUILDING COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the THIRTY-SECOND ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the Office of Messrs. JAMES MATHISON & CO., Ltd., on THURSDAY, JANUARY 22nd, 1920, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors together with Statement of Accounts for the year ending 31st December, 1919.
The REGISTER of SHARES of the Company will be CLOSED from MONDAY, January 19th, to THURSDAY, January 22nd, 1920 (both days inclusive), during which period no Transfer of Shares can be registered.
By Order of the Board of Directors,
A. SHELTON HOOPER, Secretary to THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD., General Agents for the WEST POINT BUILDING CO., LTD.
Hongkong, December 24th, 1919. 245

THE HONGKONG ELECTRIC COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the EXTRAORDINARY GENERAL MEETING of the above-named Company will be held at the Registered Office of the Company, St. George's Building, Victoria, Hongkong, on WEDNESDAY, the 28th day of JANUARY, 1920, at 12 o'clock Noon, for the purpose of considering and if thought fit, of passing the following Resolutions as Extraordinary Resolutions:

(1) To consider, and if thought fit, to approve the draft new Articles which will be submitted to the Meeting.

(2) That the Capital of the Company be increased to Three million dollars (\$3,000,000) by the creation of Two hundred and forty thousand (\$40,000) shares of ten dollars (\$10.00) each, ranking for dividend and in all other respects pari passu with the existing shares in the Colony.

And in the event of the First Resolution being passed with or without modification.

(3) To consider, and if thought fit, to pass an Extraordinary Resolution to the effect: That the new Articles already approved by this Meeting and for the purpose of identification thereof submitted by the Chairman and for the same are hereby approved, and that such Articles be and they are hereby adopted as the Articles of the Company to the exclusion of and in substitution for all the existing Articles thereof.

AND NOTICE IS HEREBY ALSO GIVEN that a further Extraordinary General Meeting of the Company will be held at the Registered Office of the Company, St. George's Building, on MONDAY, the 16th day of FEBRUARY, 1920, at 11 o'clock in the forenoon, for the purpose of receiving a report of the proceedings of the above mentioned Meeting and of confirming, if thought fit, as Special Resolutions the above mentioned Extraordinary Resolutions (1) and (2). And the aforesaid Resolution will be proposed as an Extraordinary Resolution:—

"That it is desirable to capitalize the sum of \$600,000.00 standing to the credit of the Company's Reserve Fund, and accordingly that for the purpose of effecting such capitalization a bonus of \$10 per share be paid to the holders of the shares of the Company be and the same is hereby declared and that the Board be and they are hereby authorized to satisfy such bonus by the distribution amongst the persons who are registered as holders of the issued shares of the Company on the date hereof of one of the aforesaid \$10 shares of the Company, which will be fully paid up in respect of each share of the Company held by such persons as aforesaid and in satisfaction of such aforesaid bonus, and that such bonus rank for dividends and in all other respects as from the first day of March."

Drafts of the new Articles of Association may be seen at any time before the second meeting, except Saturdays and Sundays, between the hours of 11 a.m. and 4 p.m. at the Registered Office of the Company or at the Office of Messrs. JOHNSON, STOKES & MASTER, Prince's Buildings, Hongkong, the Company's Solicitors. Dated the 13th day of January, 1920.

By Order of the Board of Directors,
GIBB, LIVINGSTON & CO., Agents. 253

THE CHINESE ENGINEERING AND MINING COMPANY, LIMITED.

Payment of Final Dividend on Shares for the year ending 30th June, 1919.

THE BOARD having declared a FINAL DIVIDEND of 15% (Fifteen per cent), free of Income Tax, for the year ending 30th June, 1919, holders of Shares and holders of Dividend Warrants received from London, on account of the Company, will be paid their dividends on presenting No. 14 Coupon of the Shares and Dividend Warrants on Registered Shares, to either of the following Banks at Shanghai or Tientsin:—

THE HONGKONG AND SHANGHAI BANKING CORPORATION.

THE CHANGSHENG BANK OF ASIA.

THE TUNG TAI BANK.

THE BAOKU BANK OF PEKING.

The Payments will be made in either Dollars or Taels as the holder may wish at the buying rate of exchange of the day.

General Manager, THE RAILWAY MINING ADMINISTRATION, Hongkong, January 8th, 1920. 250

NOTICE.

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.

MR. MOWBRAY STAFFORD NORTH COTE has this Day been appointed Secretary to the Company.

By Order of the Board of Directors,
JOHN AINSWORTH, Chairman.
Hongkong, January 8th, 1920. 271

INTIMATION

DEWAR'S

"WHITE LABEL"

Finest Scotch

WHISKY

of

Great Age.

Sole Agents—

A. S. WATSON & CO.

LIMITED

WINE AND SPIRIT MERCHANTS.

Tel. 618

BIRTH.

Entered.—At the Victoria Nursing Home, Shanghai, on January 8th, to Mr. and Mrs. A. E. FAYON, a son.

MARRIAGE.

MORRIS.—BARRITT.—At Yokohama, on January 8th, Mr. HENRY EDWIN MORRIS, of the British Cigarette Co., Ltd., Shanghai, and Miss ESTHER BARRITT, daughter of Col. and Mrs. E. B. BARRITT, Hopkinsville, Kentucky.

DEATHS.

HONG.—At Shanghai, on January 8th, NORA CHUNG MING-HONG, aged 47 years.

SIVA.—At Duddell Street, Hongkong, on January 13th, Mrs. FRANK MATHISON, daughter of Mr. and Mrs. F. X. P. SILVA, of Import and Export Office. The funeral will leave the house at 5 p.m. and pass the Monument at 5.30 p.m. to-day. 254

WESTERN.—At Tokyo, on January 7th, Captain CHAS. AUGUST WESTERN, late master of the China Merchants S.N. Co.'s steamer Taitan.

HONGKONG OFFICE: 10A, DES VOEUX ROAD; LONDON OFFICE: 121, FLEET STREET, E.C. 4.

The Daily Press.

HONGKONG, JANUARY 14th, 1920.

THE COLONY'S ECONOMIC RESOURCES.

The appointment of a Committee to inquire and report on the question of the development of the economic resources of the Colony of Hongkong is a move in the right direction. Many things have happened during the past year or two which serve to point to the necessity for the formulation of some well-defined aims and lines of action in this connection which the Government and enterprising individuals may profitably pursue. It may be recalled that the Address presented on behalf of the Community to H.E. THE GOVERNOR, on his arrival, mentioned among the needs of the Colony the encouragement of agriculture and the greater encouragement of private enterprise in the outlying districts of the Colony. The Rice problem from which the Colony is suffering very seriously raises in a very clamorous manner the question whether the territories of the Colony cannot be so developed agriculturally as to produce all the rice and the vegetables that the population of the Colony needs. It is a scandalous thing that the Chinese of the Colony should be

obliged to pay for their rice—as they are doing now—at the rate of \$18 a picul while the Chinese of Canton and the surrounding districts of the mainland are able to buy their requirements for \$8 per picul. At the present time, we understand, enough rice is grown in the territories of the Colony to supply the needs of the population for only three months, and from general observation we have formed the impression that the territories of the Colony are growing less rice than formerly while of course the population is rapidly increasing. In recent years, for instance, we have seen large tracks of paddy land at Kowloon taken over for building developments, but we have heard of no effort being made to encourage the displaced farmers to grow rice elsewhere in Colonial territory. From time to time it has been unofficially suggested that the large island of Lantau and other outlying islands could be turned to account for this purpose, if the Government would afford the necessary encouragement, which we interpret as meaning the provision of the necessary irrigation facilities, and the granting of land on terms such as might induce the Chinese farmer to take up rice cultivation there. On this subject Mr. TITCHER, the Superintendent of the Botanical and Forestry Department, should be able to guide the investigations of the Committee. From the list of names of the gentlemen appointed on the Committee it is hardly possible to gather how far the scope of the Committee's labours actually extend. The Hon. Sir PAUL CHATER, C.M.G., can, of course, lay claim to an intimate knowledge and experience of most aspects of the economic life of the Colony, acquired during a residence of more than fifty years, that places him in the Chairmanship by general consent. Shipping and Commerce are represented on the Committee by the Hon. Mr. E. V. D. PAGE (Deputy Chairman), The Hon. Mr. JOHN JONES STONE, Mr. ROSS THOMSON, Mr. ANDREW HEATHE and Mr. D. K. MOSS; Chinese interests in all economic questions are represented by the Hon. Mr. LAU CHU PAK, Mr. CHAN HARR, and Mr. CHOW SHOU-SON; Mr. R. M. DYER and Mr. JAMES REID represent Shipbuilding and Engineering; Mr. TITCHER, as before mentioned, represents Agriculture, and Mr. ADAM GIBSON we may assume represents Stock-breeding and kindred matters. There is one more name, that of Mr. JAMES BARR, who represents Minerals. Perhaps in all the references that have been made to Hongkong's economic resources, mining possibilities have excited most curiosity because so little is generally known about them, and we have heard surprise expressed that there is nobody representing this important feature on the Committee excepting Mr. BARR, who is comparatively new to the Colony. This criticism overlooks the fact that there is probably nobody in the Colony possessing a more intimate acquaintance with the mineral resources of our Colonial territories than the Chairman of the Committee, who for many years past has been responsible for much of the prospecting that has taken place. Most people are aware that a considerable amount of prospecting has been done, and it is disappointing that so little has been achieved in the way of mining developments. This is one of the things the community will be interested to hear about when the Committee produces its report.

Entries for the Marathon Race organized by the Hongkong Boxing Association close on January 24th.

The Land and House Tax Regulations for Weihaiwei, made by the Commissioner in September, 1918, have recently received the approval of the Secretary of State for the Colonies.

Surg.-Lieut. H. W. FITZROY WILLIAMS, of the Naval Hospital, Hongkong, has been transferred to H.M.S. *Widgeon*, Surg.-Lieut.-Commandr. A. A. SANDERS, M.B., succeeds him.

H.E. the Governor is to entertain all officers, non-commissioned officers and men, who have served at any of the fronts and have now returned to the Colony, at a Garden Party at Government House on February 7th.

The Hon. Mr. CLAUD SEVERN, C.M.G., has kindly consented to distribute prizes to the pupils at the Ellis Kadoorie School for Indians on Saturday next, at noon. All interested in education are specially invited to attend.

Mr. G. T. M. Edkins, of Messrs. Butterfield & Swire, and Mrs. Edkins came down from Shanghai by the *Yanling* on a short visit to the Colony. Mr. J. B. de Lancaster was amongst those who returned to the Colony yesterday by the same steamer.

Four cases (four deaths) of cerebro-spinal fever, two cases (two deaths) of enteric fever and one case of diphtheria were reported in the Colony during the week which ended on Saturday. Two cases (two deaths) of diphtheria and one case (one death) of enteric fever were reported on Sunday and Monday.

Sir Stewart Lockhart, C.M.G., Commissioner of Weihaiwei, having left the Territory on leave of absence, Mr. A. P. Blount assumed the Administration of the Territory on December 22nd. Capt. A. C. M. Biny has been appointed to act as Senior District Officer and Registrar of Births and Deaths for the Territory.

The Russian Opera Company performed "La Gioiello" at the Theatre Royal last night. They were again favoured with a very fine performance of the famous opera. Both musically and dramatically the Company scored a great triumph. Especially is praise deserved for the very powerful interpretation of the rôle of Rigoletto by Mr. Hochloff. A matinee performance of "Lacme" is to be given this afternoon and this evening "Carmen" is the opera.

The Hing Wah Paste Manufacturing Co., Ltd., propose to extend its business in North China. Plans are in hand for the erection of a new flour factory in Shanghai. Mr. Siu Nai-lun, the chief manager and director of the company, has recently returned from a visit to Shanghai after arranging for the opening of three branches, (1) in Shanghai for handling business in the provinces along the lower stream of the Yangtsiang, (2) in Hankow for operations in the provinces along the upper stream of the Yangtsiang, and (3) in Tientsin for tapping the provinces in the North, the three Eastern Provinces, Manchuria and Mongolia.

THE PRINCE'S VISIT TO AUSTRALIA.

NOT VISITING HONGKONG.

The Colonial Secretary forwards us the following copies of telegraphic correspondence with the Secretary of State for the Colonies relating to the tour of His Royal Highness the Prince of Wales:—

Telegram from Governor to Secretary of State.

It is understood that His Royal Highness, the Prince of Wales intends to visit Australia early in the year. It would be a source of much gratification to this Colony if His Royal Highness could include in his tour, and the Legislative Council asks me on behalf of the community to submit the suggestion to His Majesty the King and His Royal Highness.

STUART.

Telegram from Secretary of State to Governor.

His Majesty the King and His Royal Highness appreciate invitation of Legislative Council, but arrangements contemplated preclude possibility of His Royal Highness visiting Hongkong in connection with his Australian tour.

SECRETARY OF STATE.

ROBBERS CAPTURED A MISSIONARY DOCTOR.

HOLDING HIM TO RANSOM.

Further details of a brief report we published a day or two ago are contained in the following telegram, received by Mr. J. F. McPherson from Mr. Carpenter, of Yunnanfu:—

Many foreigners have been robbed of everything recently near Yunnanfu. The climax was reached on January 3rd, when Dr. Shelton, an American missionary doctor, and family, coming from Batang, Szechwan, were attacked by Yangtsefu, a well-known robber chief, with a large band of robbers at a distance 50 miles to the west of Yunnanfu. The doctor was carried away to the mountains and is now being held to ransom. After delay, his wife accompanied by two (unidentified) word) arrived at Yunnanfu. No further news of the doctor has been received since his capture.



A sluggish liver is the cause of most of the languid feeling and ill-health of the Tropics. Try **SAL HEPATICA**—mild but effective—compounded entirely of harmless salts, and so does not create a habit or the need for increasing the dose. At all dispensing chemists. Full directions on each jar.

Sal Hepatica

HORLICK'S MALTED MILK

(MALTED BARLEY, WHEAT, AND PURE FULL-CREAM MILK)

The Food Drink with all the Virtues.

1. Generates force and sustains it.
2. Gives strength and maintains it.
3. Easily digested and completely absorbed.
4. Delicious and refreshing.
5. Ready in a moment.
6. Suits all ages and conditions.
7. Keeps in all climates.

Supplied by all Chemists and Stores.

Also available in Tablet form to be dissolved in the mouth.

HORLICK'S MALTED MILK CO., SLOUGH, DUCKS, ENG.

"ASAHI BEER" DAIRY FARM NEWS



OUR BUTCHERY DEPARTMENT

Can supply all your requirements in Australian and Local Meats.

RABBITS, HARES, HAMS, BACON, SAUSAGE, CORNED BEEF & PORK, etc. etc.

OUR THIS WEEK'S SPECIALITY

CAMBRIDGE SAUSAGES.

TRY THEM!

THE DAIRY FARM & ICE COLD STORAGE CO., LTD.

Instantaneous Water Heaters

Unlimited Hot Water. Reduced Prices.

C. E. WARREN & Co., Ltd.

30 & 32, Des Voeux Road, Central.

ESTABLISHED 1900.

THE NEW FRENCH REMEDY

THERAPION

No. 1
No. 2
No. 3

SOLE AGENTS
MITSU BUSSAN KAISHA

RALLY TO LEAGUE OF NATIONS.

MR. BALFOUR'S APPEAL.

THE GREAT HOPE OF THE WORLD.

Mr. Balfour, who presided at a meeting of the League of Nations Union, on November 11th, at the Queen's Hall, was received with prolonged cheers on rising to propose: "That this Public Meeting of the citizens of London heartily approves of and pledges itself to support the Covenant constituting the League of Nations as embodied in the Peace Treaty; that this Meeting, moreover, approves of the general objects and aims of the League of Nations Union, and declares its willingness to support a National Union organised on a voluntary basis to strengthen the League of Nations as established which will provide the machinery for the abolition of War, and for bringing about democratic control over international relationships." One year exactly, he said, had elapsed since the main stress of the war came to an end with the signing of the Armistice. That day, an hour before noon, in every part of the British Empire, in every latitude, and on every Continent there was a pause in the business and in the pleasures of men, and every member of the Empire ceased from his daily avocation for a brief space and devoted himself in silent thought to the great event which this time last year saw its greatest consummation. It was not for him it was not for any man—to try to fathom the thoughts which passed through the minds of countless multitudes that day when the hour of eleven struck. They might conjecture, however, that of those many thoughts, three, at least, were prominent. The first thought was of the Glorious Dead, associated in the case of almost every man and woman, with the loss of some individual or individuals whose place would never again be filled. The second thought he conjectured to have been one of profound gratitude for the victory for which these heroes had not died in vain, and for the fact that the cause for which they died was triumphant in the end. The third thought was that never again should humanity be allowed to go through this terrible trial—(cheers)—and never again should there be this disastrous loss of life.

ONLY THE LEAGUE CAN SAVE.

It seemed to him that if a repetition of these incalculable calamities was to be prevented, for their children and their grandchildren, it could only be by the beneficent operation of the League of Nations. (Cheers.) The League of Nations had had many critics, but he was not aware that the multitude of criticisms that had been offered contained any suggestions for finding a substitute for that organisation which they desired to see entrusted with the great task of preserving the peace of the world. Those who criticised the League of Nations had no substitute for the League. They were prepared, it seemed, to allow the civilised world to go on in the future as it had done in the past, oscillating between scenes of violence and of sanguinary disturbances, in the intervals of which great and ambitious nations picked up armaments for a new effort. To him such a condition of things seemed absolutely intolerable. He was not prepared seriously to discuss with any man what the future of international relations should be unless that man was prepared to accept in form or another the League of Nations, or unless that man told him what substitute he proposed. He (Mr. Balfour) did not think that in his lifetime, at least, mankind would again be confronted by the abyss from which it had been extricated with such difficulty. But they had to think not merely of the next few years. They had to cast their gaze forward, and think of the fate of those now young and of the fate of their children, and again, of the fate of their children.

ONE OF HEAVEN'S OPPORTUNITIES.

They might depend upon it that if they let the critical moment pass, and if they slid back into their normal condition of indifference, they would have wasted one of the greatest opportunities that Heaven ever gave mankind. (Cheers.) They were told that the project, however benevolent, had this one fatal disadvantage—they told you it is impracticable; that this changing world had always suffered from wars; that what had been, would be in the future; and that the most dismal abyss of war, which we had never succeeded in escaping, would dog our footsteps to the end of time. Granted that the raw material on which the statesman and the legislator worked remained substantially unaltered, were they to say that society was inherently fixed in all its habits, good or bad? Was human nature only to go down, were they to say that they could only change for the worse? He took an entirely different view not only of what the history of the past had been, but of what the history of the future might be. It was quite true that they could not change by a miracle the hearts of men. What, however, they could do, and ought to do, was to make such a change in the habits of men so that what seemed inevitable to their forefathers should seem monstrous and avoidable to their children. (Cheers.) That they ought to be able to do, and had done in many particulars, to acquire the habit of so dealing with international difficulties by international machinery that the mere thought of settling international disputes by the terrible practice of fratricidal slaughter should seem utterly alien to the views of civilised men.

(Continued on Page 9.)

THEATRE ROYAL.

THE GREAT SUCCESS IN THE FAR EAST.

THE RUSSIAN GRAND OPERA CO.

Personal Representative... L. FRODOREFF.

83 ARTISTES 83

SOLOISTS, CHORUS, ORCHESTRA & BALLET.

T-O-N-I-G-H-T

WEDNESDAY, JAN. 14th.

at 9.15 p.m.

"CARMEN"

Jan. 15th—TOSCA.

16th—FAUST.

17th—CAVALLERIA RUS-
TICANA and PAGLIACCI.

19th—IL TROVATORE.

20th—MADAME BUTTERFLY.

21st—LA BOHEME.

MATINEES:

To-day (Wednesday),
January 14th,
at 3.30 p.m.

"LACME."

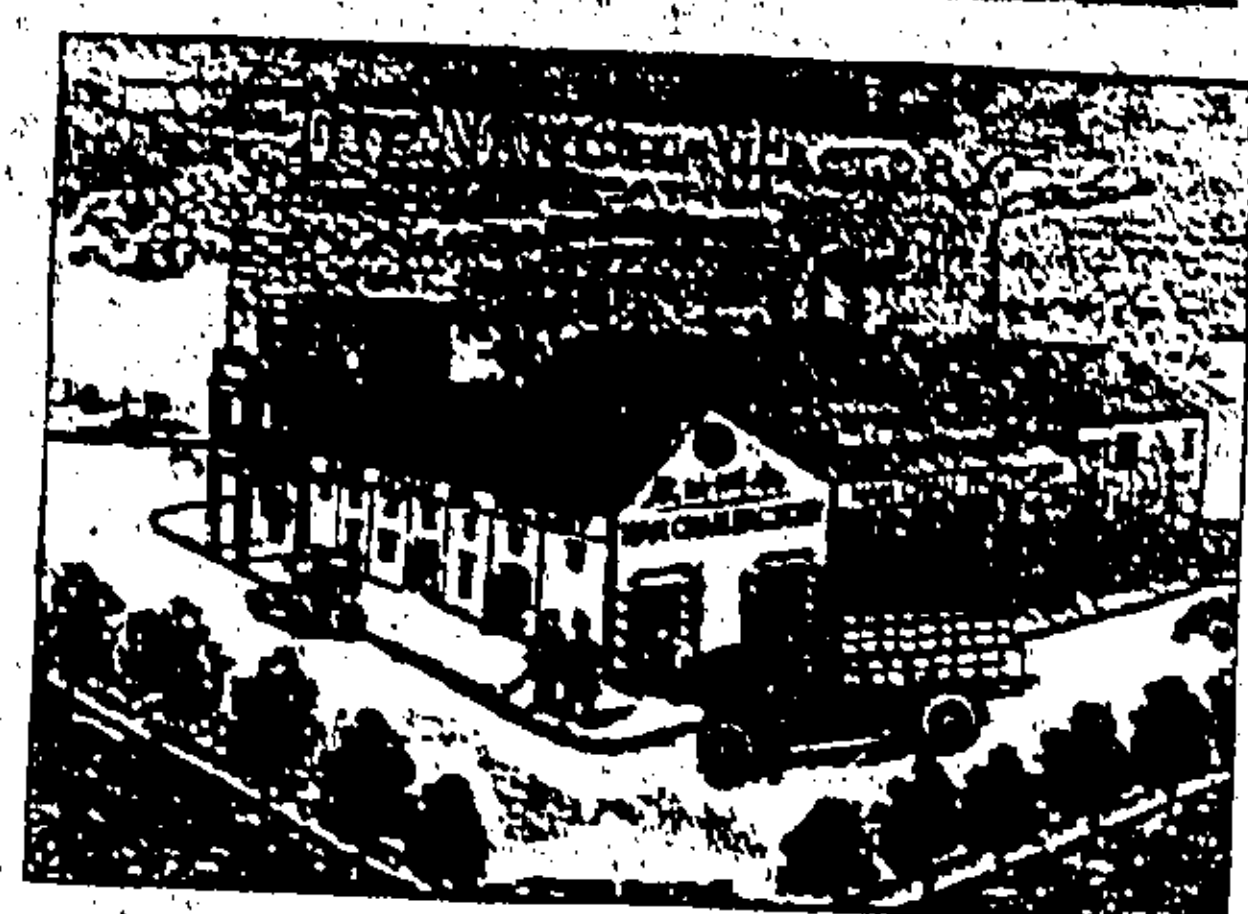
Saturday, January 17th,
at 3.15 p.m.

"TRAVIATA."

Direction: A. STROK.

Prices... \$4, \$3 & \$1.

Booking now open at MOUTRIE'S.



IMPORTANT NOTICE.

Manufacturers the most Important Point is Improvement, and in Dietetics. Cleanliness. Science always insists on these Maxims.

Groundnut or Peanut Oil can be used as a substitute for Olive Oil, Butter or Lard, but when slightly dirty is injurious to health.

In China, by the Ordinary Methods of Extraction, Dirt and Dust are not guarded against. Our Method shows a great advance. By the use of New Machinery and New Methods Scrupulous Cleanliness is Assured.

Our Machinery during the Process Filters the Oil while our Factory is Free from Dust. Our Oil is Clear, Sweet and Fragrant; and Compares most favourably with other Oils used for Culinary purposes; there is no residue.

Prices are moderate so as to induce new business.

Analysis is always given before Shipment to Foreign Countries.

Foreign Correspondence wanted. Capacity per day 20 tons.

NAM CHAU OIL FACTORY,

Office:—No. 27, Queen's Road Central, HONGKONG, Tel.

Factory:—No. 26, Kwai Lin Street, SAMSHUPO.

This Proprietorship of this concern belongs entirely to a Chinese Citizen.

WHY ARE WE THE MOST POPULAR RATTAN & SEA GRASS CHAIR MANUFACTURERS?

BECAUSE:—

We give satisfaction by our SERVICE and QUALITY; never misrepresent our goods and treat you courteously and honestly.

We carry at all times a large stock of Rattan & Sea Grass Chairs in all sizes and styles, and will make anything in our line to suit your requirements. Our Rattan & Sea Grass Chairs are very artistic, light, durable, and cheap in price.

We solicit you to try our comfortable chairs and your visits are cordially invited.

When purchasing, ask for Rattan and Sea Grass Chairs.

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SANG MOW RATTAN & SEA GRASS FURNITURE STORE,

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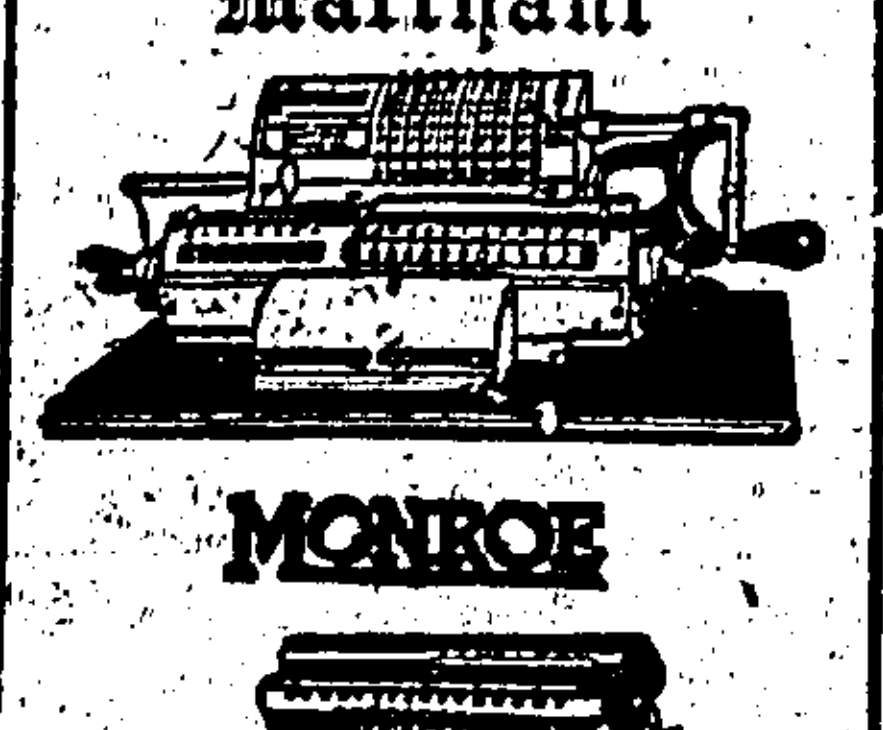
Tel. 2907.



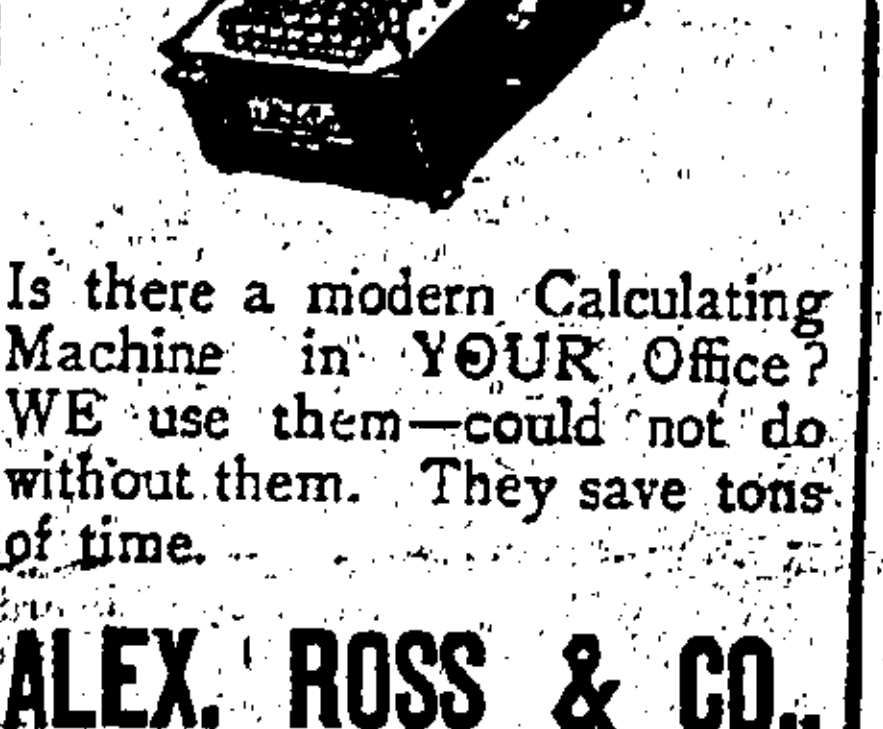
TIME MEANS MONEY



Sundstrand



Marchant



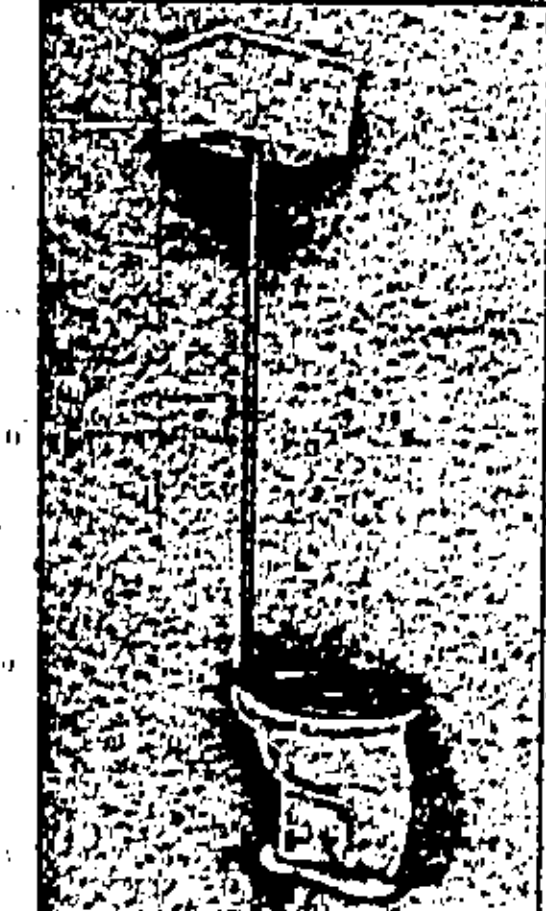
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Is there a modern Calculating Machine in YOUR Office? WE use them—could not do without them. They save tons of time.

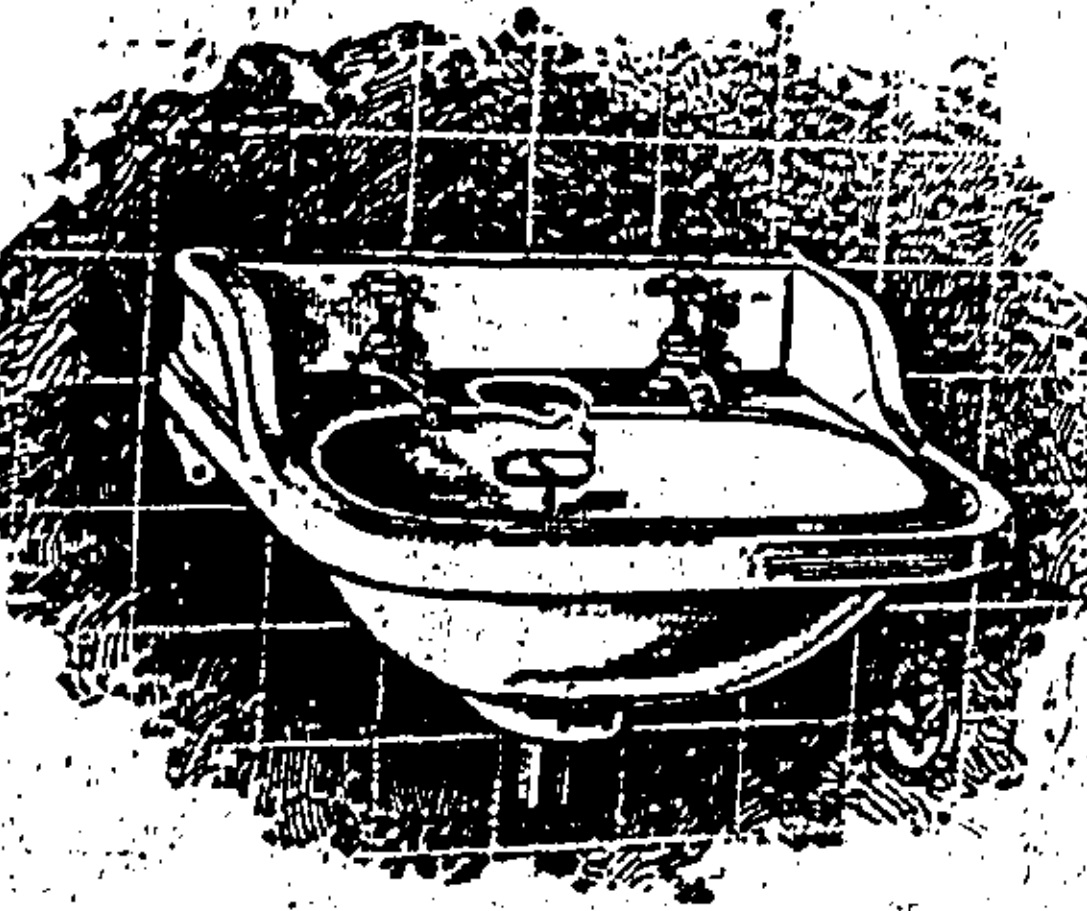
ALEX. ROSS & CO.,

25, Des Voeux Road Central.

Phone 27.



CLOSET



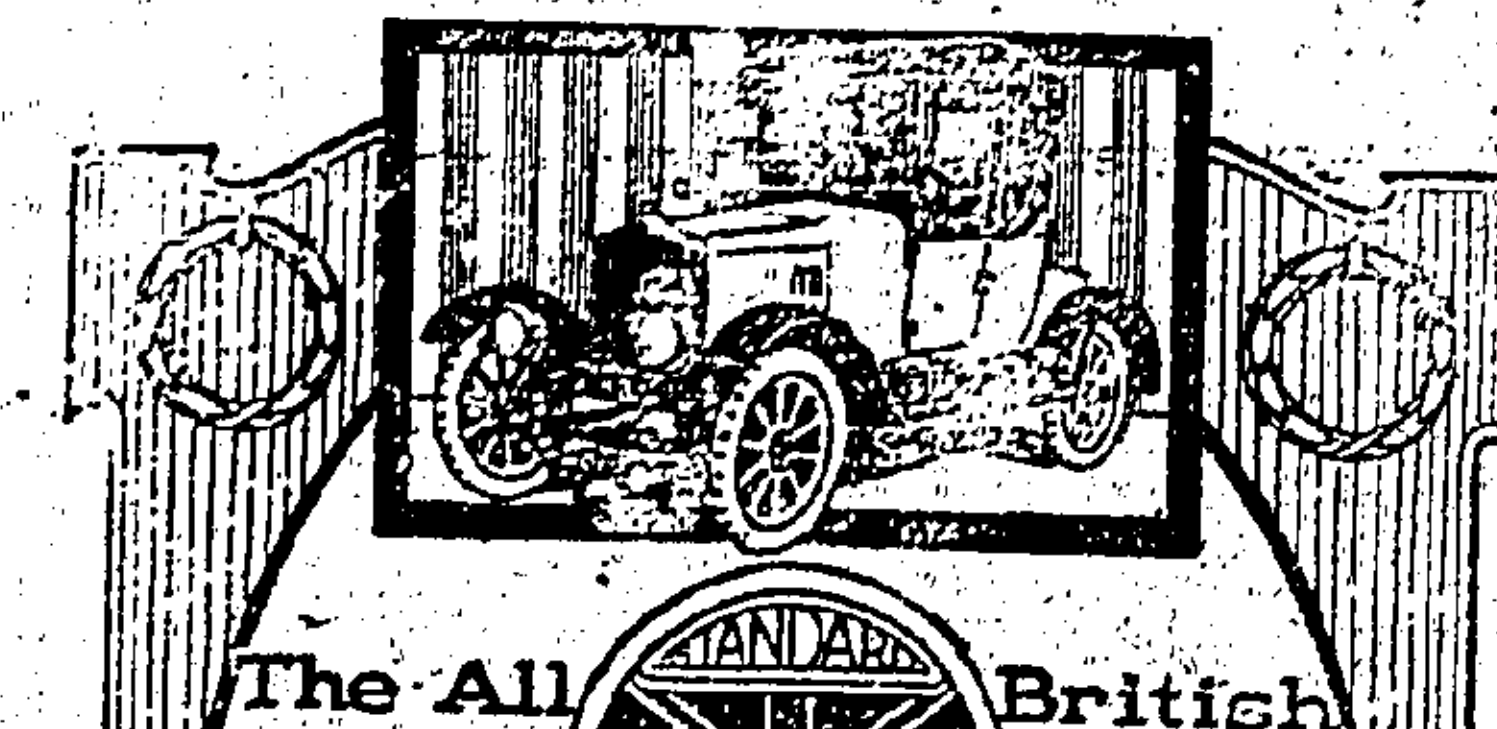
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Everything in the Domestic and Sanitary Engineering Line. Make your home comfortable and Sanitary. We can give you prices to suit.

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The All British

Standard LIGHT CAR

The Car for the Owners-Driver.

Send your enquiry for early delivery to:—

AGENTS:

ALEX. ROSS & CO.,

HONGKONG.

STANDARD MOTOR CO., LTD.

COVENTRY ENGLAND.

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KEATING'S LOZENGES

Cure the worst Cough

JAVA-CHINA-JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMERS	FROM	Expected OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJISALAK	JAVA	19th Jan.	19th Jan.	SHANGHAI
TJIPANAS	JAVA	17th Jan.	17th Jan.	—
TJIMANGEM	JAPAN	14th Jan.	17th Jan.	JAVA

*Wireless, Telegraphy.
The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.
For Particulars of Freight and Passage apply to the

JAVA-CHINA-JAPAN LIJN.
Telephone No. 1874.

York Building, 1st Floor.

PACIFIC MAIL S.S. CO.

U.S. MAIL LINE.

Operating the new, first-class steamers
"ECUADOR," "VENEZUELA" AND "COLOMBIA."
HONGKONG TO SAN FRANCISCO,
VIA SHANGHAI, KOBE, YOKOHAMA AND HONOLULU.

THE SUNSHINE BELT.

The most comfortable route to America and Europe.

SAILINGS FROM HONGKONG (AT NOON.)

S.S. "COLOMBIA" ... Wednesday, Jan. 28th, 1920.
S.S. "VENEZUELA" ... Feb. 25th, 1920.

ALSO

The following U.S. Shipping Board vessels:

S.S. "WEST INSHIP" ... Oct. 25th, 1919 ... Jan. 14th, 1920.
S.S. "WEST CONOB" ... Nov. 1st, 1919 ... Jan. 28th, 1920.

Cargo accepted on through Bills of Lading to Baltimore, Havana, Central and South American ports.
For further information apply to—
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Telephone 141. Cable Address: "SOLANO."

LLOYD TRIESTINO S.S. "AFRICA"

VENICE TO TRIESTE

Sailing on or about 28th JANUARY, 1920.

Carrying 1st, 2nd and 3rd Class Passengers.

Trains leave TRIESTE 8 A.M. each day. Arrived PARIS 10.40 A.M. the following day
For freight and passage apply to—

DODWELL & CO., LIMITED.
Agents.

KAWASAKI KISEN KAISHA

(KAWASAKI STEAMSHIP CO.)

CAPITAL PAID-UP ... Y20,000,000

President: Mr. Y. KAWASAKI
Vice-President: Mr. K. MATSUOKA
Managing Director: Mr. MASAOKA ABE

The Company has on hand a Large Number of

NEW CARGO STEAMERS

ALWAYS READY FOR

CHARTERS of all descriptions.

The following are comprised in the Company's Fleet—

Eleven steamers of 9,100 tons each deadweight.

And, under the Company's management—

Twenty steamers of about 9,100 tons deadweight each.

Two steamers of about 6,400 tons deadweight each.

(Belonging to the Kawasaki Dockyard Co., Ltd.)

For Charter Rates and all other particulars apply to the

KAWASAKI KISEN KAISHA,
No. 8, Bunko, Kobe.

HALF A CENTURY REPUTATIONS
DR. LECLERC'S PILLS FOR THE
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Invaluable for diseases of these important organs.
Gravel, Pains in the Back, Gout, Rheumatism, Ac
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CLERC, M.D., 60, EASTMAN ROAD, N.Y.
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CAUTION: New York, 60, EASTMAN STREET.
Toronto, LYMANS, LTD.; Australia, ZILLIOT BROS.
Sydney and Brisbane; New Zealand, DAVIS &
LTD.; Auckland, Christchurch, Dunedin, Wellin
ton, HOBBS, B. & CO., Ltd.

SAVARESSE'S
SANTAL
CAPSULES
PHYSICIANS RECOMMEND THEM
Of all Countries. Made in London.

RALLY TO LEAGUE OF NATIONS.

(Continued from page 2.)

He did not deny that the task was difficult. He belonged to a school of thought which held that progress was not only difficult to attain, but was also to be maintained. He thought that the League might go back as well as forward. But the very thought which made him anxious also made him hopeful. The very thought that without effort we might slide back assured him that with effort we could press forward. All that he asked of the critics of the League of Nations was, that if they could find no substitute for this machinery, they would, at all events, throw themselves into the task of making it work, and that they would go forward in the spirit of hopefulness and faith, conscious of all the difficulties, recognizing all the obstacles in the path. They must seek such improvement in international relationships as would make that day which they celebrated the greatest day in human history. Behind the machinery of the League there must be motive power derived from the will of the peoples of the world. (Cheers.) If one of them began to make reservations, then the future of the League would be dark. The whole sense of equality would be thrown aside and statesmen would look more and more to the narrower interests which influenced public opinion. Therefore, to any friends of his in any country who were considering their responsibilities at this great moment of history he would say that unless they were prepared to bear an equal share in this task they were threatened with the ultimate dissolution of the whole of the new system which great nations most sincerely desired to see work effectively. He believed that those in that hall were representatives, and that the best thought of England was behind them. (Cheers.) He believed further that the best thought of the civilized world was behind them. If that were so, let them not be deterred by small difficulties, technical obstacles, and petty considerations from pursuing the great line of policy which lay before them. Now was the appointed hour, while the world was still staggering from the effects of the terrible struggles of the past five years. If the world was not prepared to undertake now the great task that lay before it, he despaired of the time coming within its lifetime. Let it not be said that the sacrifice of untold millions of money and of untold millions of valuable lives had been in vain, and that they threw away the fruits of victory from mere carelessness and recklessness, and lost an opportunity which might never return. (Loud cheers.)

Madame Vandervelde, in seconding the resolution, remarked that they were told by some people that there would be another war in ten years' time; that was unthinkable, and it was for the League of Nations to see that the prediction was not realized. (Applause.) It was for the women of the League to see that no such date for public peace should be allowed to succeed who was not a partism of the League. (Hear, hear.)

The Archbishop of Canterbury supporting the resolution, observed that the horror of the ghastly war they had lived through gave warrant to their determination that such dreadfulness as a barbaric war between the great nations of Christendom should never be God's earth again. (Hear, hear.) "There must be no next time," and if that were so it must be because they set firm on its basis ready for whatever beaded the League which was to make things, so far as human power could make them, sure. (Applause.)

Sir Donald Maclean, M.P., and the Chief Rabbi also supported the resolution, which was unanimously adopted.

BOARD OF AGRICULTURE REORGANISATION

FIVE MAIN DEPARTMENTS.

The President of the Board of Agriculture has now approved the reorganisation of the Board and the grouping of its functions into five main departments, each under an executive head, responsible in the case of the three agricultural departments, to the President direct, and in the case of the Fisheries and Welsh Departments, to the President through the Parliament. (Sir A. Griffith-Boscawen, M.P., Sir A. Griffith-Boscawen, M.P., Sir A. Griffith-Boscawen, M.P., has been appointed Deputy-Minister of Fisheries. The following appointments have also been made:—

Sir Daniel Hall, K.C.B., F.R.S., to be Chief Scientific Adviser to the Board and Director-General of the Intelligence Department.

Mr. Lawrence Weaver, O.B.E., to be Chief Commercial Adviser to the Board and Director-General of the Land and Supplies Department.

Mr. F. L. C. Plouffe, O.B.E., to be General Secretary to the Board and Director-General of the Finance and Economics Department.

The above form the President's Administrative Council, which meets twice weekly to consider questions of policy and to secure the co-ordination of the various departments.

Mr. H. G. Maurice, O.B.E., has been appointed Fisheries Secretary and Principal Assistant Secretary to the Board.

Mr. C. Bryner Jones, M.P., Assistant Secretary of the Board, has been appointed Welsh Secretary in special charge of the Welsh Office.

Both these officers will be entitled to attend the Administrative Council when matters affecting their respective departments are under consideration. The same rule applies to Mr. R. A. Jones, O.B.E., French, O.B.E., who has been appointed Assistant Secretary to the Board, to fill the vacancies created by the promotions of Mr. F. L. C. Plouffe and Mr. H. G. Maurice. The Council of Agriculture and the Advisory Committee, which have to advise the Board on agricultural questions, depend for their continued existence through Parliament on the cultural Council. It is hoped that they will be constituted shortly. The higher organisation of the Board will then be complete.

NOW IN PREPARATION.

THE DIRECTORY AND CHRONICLE 1920.

FOR CHINA, JAPAN, KOREA,
INDO-CHINA, SIAM, STRAITS
SETTLEMENTS, MALAY STATES,
NETHERLANDS INDIA, PHILIP
PINES, BORNEO, Etc.

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THE DIRECTORY covers the whole of the ports and cities of the Far East, from Netherlands India to Siberia, in which Europeans reside.

Not only is the Directory as full and complete in each case as it can be made, but each Colony, Port or Settlement is prefaced by a DESCRIPTION, carefully revised each year, most of which will serve as accurate sources for the tourist, giving every detail in connection with the place, their History, topography, etc.

The Information in these Descriptions, consisting of a hundred interesting articles, packed with facts concisely set out, and containing statistics of the Trade of each Country and Port, would alone suffice to a large volume.

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of the principal ports in the Far East have been prepared by one of the most eminent firms in Great Britain and are annually corrected and brought up to date.

The CHRONICLE covers the notable events together with the Texts of all the most important treaties concluded with the countries of Eastern Asia, the various Customs Tariffs, Trade Regulations, Chambers of Commerce, Seals of Commissions, Consular and Court Fees, Hongkong Stamp Duties, Postal Guide, Signal Code, Chinese Festivals, Tables of Money, Weights and Measures and other Commercial Information.

The CHRONICLE and DIRECTORY though condensed in every possible manner contains every year more pages and now numbers nearly 4,000.

It is published at the Office of the HONGKONG DAILY PRESS.

The Descriptions and Descriptions are of—

CHINA.
Peking, Tientsin, Hankow, Shanghai, Canton, Hongkong, Swatow, Amoy, Ningbo, Hangchow, Soochow, Suzhou, Yangtze, etc.
JAPAN AND ITS DEPENDENCIES, MANCHU.
Yokohama, Kobe, Osaka, Kyoto, Tokyo, etc.
HAWAIIAN ISLANDS.
Honolulu, etc.
PHILIPPINE ISLANDS.
Manila, Cebu, Iloilo, Zamboanga, etc.
MALAY STATES.
Singapore, Penang, Malacca, etc.
NETHERLANDS INDIA.
Batavia, Soerabaya, etc.
SIAM.
Bangkok, etc.
KOREA.
Pusan, etc.

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATION

MOJI & KOBE
SHANGHAI via SWATOW
HAIPHONG via HOIHOW
YOKOHAMA
Kobe
SHANGHAI
SINGAPORE
SANDAKAN
CALCUTTA
"ROKSANG" Wed. 14th Jan. 5 p.m.
"CHOYSANG" Fri. 16th Jan. 5 p.m.
"YUENSANG" Sat. 17th Jan. 5 p.m.
"KWAISANG" Sat. 17th Jan. 5 p.m.
"KWONGSANG" Thurs. 23rd Jan. 5 p.m.
"NAMSANG" Fri. 23rd Jan. 5 p.m.
"HINSANG" Sat. 24th Jan. 5 p.m.

CALCUTTA LINE.—This line affords regular sailings to Calcutta, Penang and Singapore; returning from Calcutta steamers proceed via Swatow and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued to all Northern and Yangtze Ports via Shanghai.

KAYLA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings from Haiphong to Hongkong and Singapore, calling at Hanoi when intermediate calls are made.

JORNEO LINE.—One sailing per week between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers. Cargo taken on through Bills of Lading for Kuala Lumpur, Labuan, Tawau and Lahad Datu.

TIENTSIN LINE.—A regular service is run from March to November between Hongkong and Tientsin, calling at Wafangdian and Uhejio.

CALCUTTA LINE.

S.S. "NAMSANG" will be despatched on or about
January 23rd, for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT
SWETTENHAM and MADRAS.

For Freight or Passage apply to—

Jardine, Matheson & Co., Ltd.

GENERAL MANAGERS.

Telephone No. 215.

GLEN AND SHIRE

Joint Service of Steamers

U.K.-STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS.

Vessel "GLENARIFFE" ... 26th Jan.

HOMEWARDS.

Vessel "GLENARIFFE" ... 24th January ... Discharges
"GLENARIFFE" ... 26th January ... LONDON
"GLENARIFFE" ... 28th January ... GENOA & ANTWERP
"GLENARIFFE" ... 30th January ... GENOA
"GLENARIFFE" ... 1st February ... LONDON
"GLENARIFFE" ... 3rd February ... GENOA & ANTWERP

Movements are subject to change without notice.

For freight or further particulars please apply to—

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AGENTS: The Glen Line, Ltd.; The Royal Mail Steam Packet Co.; Owners of "Shire" Line.

Tel. No. 215, sub. ex. 23.

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ELECTRIC
ENGINEERS.

—DRY DOCK—
Length 787 Feet.
Length on Blocks 750 Feet.
Depth on Centre of
SILL (H.W.O.S.T.) 34 ft. 6 ins.
—THREE SLIPWAYS—
Capable of Handling Ships Up
to 3,000 Tons Displacement.
Electric Crane at Sea Wall, Capable of
Lifting 100 Tons at 70 Feet Radius.
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TELEPHONE NO. 215.
CALL PLAN: "O" OVER AND PERSHAY.
HONGKONG, CHINA, & JAPAN
AGENTS.

18

AMERICAN & ORIENTAL LINE

For NEW YORK.

S.S. "SUVERIC" via Panama February 10th.
S.S. "LUCERIC" via Suez March 25th.

Subject to change without notice.

ORIENTAL AFRICAN LINE
INDIAN AFRICAN LINE

Cargo carried on through Bills of Lading from HONGKONG to BRISA, DELAGO BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH, and CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO.

For particulars apply to—
THE BANK LINE, LTD.
Managing Agents.

"ELLERMAN" LINE.

(RULFMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

LONDON & ROTTERDAM "ST. FRANCIS" ... 28th January.
LONDON & ROTTERDAM "MATOPO" ... 10th February.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

or to BANK & Co., Canton.

THE BANK LINE, LTD.
General Agents.C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamer	To Sail
HONGKONG, PANAMA and HONOLULU	"KWEILIN"	On 14th Jan. 10 A.M.
WUHU	"KANSHI"	On 14th Jan. 4 P.M.
SWATOW & SINGAPORE	"LUHOU"	On 15th Jan. 9 A.M.
SHANGHAI	"SUNSHINE"	On 15th Jan. Noon.
SHANGHAI and TIENTSIN	"HONGKONG"	On 17th Jan. 4 P.M.
SHANGHAI, WUHU and CHENGKONG	"SHENGHING"	On 18th Jan. 4 P.M.
MANILA, CEBU & ILOILO	"TAMING"	On 20th Jan. 3 P.M.

SHANGHAI LINE—PASSENGERS, MAILS, and CARGO.
Excellent Saloon accommodation. Ample Electric Light and Fans in Saloons and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tientsin (weekly), taking cargo on through Bills of Lading to all European and Northern China Ports. Passengers are advised in Shanghai, avoiding the inconvenience of transshipment at Wootung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

TELEPHONE 34

BUTTERFIELD & SWIRE,
Agents.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passenger Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY AND FOOCHEW

AND RETURN.

(Occupying 9 to 10 Days)

"HAIHONG"	Capt. W. C. Passmore	WEDNESDAY, 14th Jan. at 1 P.M.
"QUINNENHUA"	Capt. J. Medina	FRIDAY, 16th Jan. at Noon.
"HAICHING"	Capt. A. H. Stewart	FRIDAY, 23rd Jan. at 1 P.M.

For Swatow & Amoy

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

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General Manager.

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Joint Service of the

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AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

"OANPA"	via Suez	14th Jan.
"ATREUS"	via Suez	25th Jan.
"ARISTO"	via Suez	10th Feb.
"ANTIOCHUS"	via Suez	25th Feb.

Steamers proceed via Suez Canal or Panama Canal at Owner's option.

Subject to change without notice.

For freight and particulars apply to—
BUTTERFIELD & SWIRE or THE BANK LINE, LTD., HONGKONG
HONGKONG and CANTON. REISS & CO., CANTON.P. & O. - BRITISH INDIA
APCAR AND EASTERN &
AUSTRALIAN LINES

(COMPANIES incorporated in ENGLAND.)

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, ORYXON, INDIA, PERSIAN GULF,

WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,

AUSTRALASIA INCLUDING NEW ZEALAND & QUEENS-

LAND PORTS, RED SEA, EGYPT, EUROPE, &c.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"DUNERA"	5,600	15th Jan. Dlight	Straits, Ceylon, Bombay.
"SOMALI"	5,700	2nd Feb.	MARSHALLS & LONDON direct.
"NAGOYA"	7,000	11th Feb.	Do
"DILWARA"	5,500	18th Feb.	Straits, Ceylon, Bombay.
"KASHEMIR"	5,000	10th Mar.	MARSHALLS & LONDON via C'bo.

BRITISH INDIA-APCAR SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"MADRAS"	7,000	22nd Jan.	Straits, Rangoon & Calcutta.

EASTERN & AUSTRALIAN SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"ST. ALBANS"	4,000	2nd Feb.	* Call at Manila
"EASTERN"	4,000	20th Feb.	Sandakan, Thursday Island, Queensland, Ports and Sydney, Melbourne.

SAILINGS TO SHANGHAI & JAPAN

S.S.	Tons	From Hongkong (about)	Destination
"ST. ALBANS"	4,000	15th Jan.	Kobe.
"UMTA"	5,400	16th Jan.	Kobe.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets Interchangeable.
1st Saloon Passengers may travel by B.I.S.N. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Ticket Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.

Steamers and Sailing dates are liable to be cancelled or altered without notice.

Parcels Measuring not more than 24ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

* Passengers tranship at Colombo to "Mantua."

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. Goodwin & Dorell, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to
MACKINNON, MACKENZIE & CO.,
21, Des Voeux Road Central, HONGKONG. Agents.

TRANS-PACIFIC FREIGHT SERVICE

Operating the following U.S. Shipping Lines

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

(Calling at Shanghai and Kobe.)

"EDMORE"	About Jan. 11th.
"CITY OF SPOKANE"	About Jan. 11th.
"ICONUM"	About Jan. 27th.
"CROSSKEYS"	About Feb. 1st.
"WHEATLAND"	About Feb. 15th.

For PORTLAND direct.

(Calling at Shanghai and Kobe.)

"COAXET"	About Jan. 22nd.
"MONTAGUE"	About Feb. 20th.
"ABERCOE"	About Mar. 5th.

Through Bills of Lading issued to Oregon Coast ports.

For Freight and Particulars apply to

THE ADMIRAL LINE.

TELEPHONE 2477 & 2478. Fifth Floor, HONG MANHONG.

FOR NEW YORK DIRECT.
PRINCE LINE FAR EAST SERVICE

S.S. "ARABIAN PRINCE"

Via SUEZ 20th January.

S.S. "MOORISH PRINCE"

Via SUEZ 25th February.

Steamers proceed via SUEZ CANAL or PANAMA CANAL at Owners' option

For freight and further particulars, apply to—

SHEWAN, TOMES & CO.,
Agents.TOYO KISEN KAISHA.
SAN FRANCISCO LINE.

Via SHANGHAI, INLAND SEA, JAPAN AND HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to Change Without Notice.

Steamers	Tons	Leave Hongkong
SHINYO MARU	23,000	Jan. 15th
IBERIA MARU	20,000	Jan. 30th (from Kobe).
PERNSIA MARU	9,000	Feb. 3rd.
KOREA MARU	20,000	Feb. 23rd
TENYO MARU	23,000	Mar. 11th.

* Omitting Shang

SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU, SAN FRANCISCO
N PEDRO, SALINO CRUZ, BALBOA, ALLAO, ARICA
AND IQUIQUE

THENCE BY TRANS-ANDAN ROUTE TO BUENOS AIRES

Steamers	Tons	Leave Hongkong
KIYO MARU	17,300	Jan. 31st, 1920.
ANYO MARU	18,500	Mar. 13th.
SEIYO MARU	14,000	May, 11th.

Tickets are interchangeable with the Canadian Pacific Ocean Services, Ltd. and the Pacific Mail Steamship Co.

Passengers may travel by Rail between Ports of Call in Japan free of charge.

For all information as to rates, sailings, etc., apply to—

Telephone 2374 and 2375 T. DAIGO, Manager, King's Building.

MESSAGERIES MARITIMES.
FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

DESTINATION	STEAMER & DEPARTURE	SAILING DATE
SHANGHAI, KOREA & YOKOHAMA	"COMMANDANT MAGES"	On or about 18th Jan.
	"PORTHOS"	On or about 23rd Jan.
	"AMAZON"	On or about 29th Jan.
	"PAUL LECAT"	On or about 3rd Feb.
SHANGHAI (Only)	"SCHARNHORST"	On or about 17th Jan.
MARSEILLES via SAIGON, SINGAPORE, COLOMBO, DIBOUT, SUEZ, PORT SAID	"SCHARNHORST"	Beginning of Feb.
	"PORTHOS"	On or about 15th Feb.
	"AMAZON"	On or about 1st Mar.
	"PAUL LECAT"	On or about 20th Mar.

Cargo boat for EUROPE to call at MARSEILLE, if sufficient inducement offers.

GENOT, HAYRE, DUNKERQUE, WERF ROTTERDAM.

"COMMANDANT MAGES" On or about Begin. of Feb.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, etc., apply to—

TELEPHONE 740.

R. RODENFUSER,

Acting Agent,

Queen's Building.

O. S. K.
OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON & ANTWERP—Monthly direct service via Singapore and Port Said.

"BORNEO MARU" ... Friday, 16th January.

"ATLAS MARU" ... Beginning of February.

GENOA—Monthly service. Taking cargo on through Bills of Lading with transshipment at Bombay to Company's steamer.

BUENOS AIRES, RIO DE JANEIRO SANTOS, MAURITIUS, DURBAN and CAPE TOWN via SINGAPORE.

BOMBAY COLOMBO—Regular fortnightly service via Singapore.

"SIAM MARU" ... Middle of January.

SAIGON, BANGKOK, SINGAPORE—Regular Monthly service.

"UNNAN MARU" ... Monday, 1st February.

SYDNEY, MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

"TAMON MARU" ... Middle of January.

VICTORIA, VANCOUVER, SEATTLE, TACOMA—Regular fortnightly service touching at intermediate ports in Japan and taking cargo to OVERLAND PORTS U.S. in connection with Chicago Milwaukee and St. Paul Railway.

"MANILA MARU" ... Sunday, 16th January.

JAPAN PORTS—Moj, Kobe, Yokohama, Yokohama.

KEELUNG via SWATOW, AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O.S.K. wharf near the Harbour Office.

"AMAKUSA MARU" ... Sunday, 16th January.

For TAKAO via SWATOW and AMOY.

"BOSEU MARU" ... Thursday, 15th January.

For sailing dates and further particulars please apply to—

Tel. No. 744 and 745.

Y. YASUDA,

Manager,

No. 1, Queen's Building.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS

"NANKING" "CHINA" "NILE"

15,000 tons, 10,500 tons, 11,000 tons.

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Jan. 17th 1920, Noon, Jan. 31st, 1920, Mar. 2nd.

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